

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

INSURANCE, BANKING, MINING, MANUFACTURES.

HENRY V. POOR,
JOHN H. SCHULTZ, } *Editors.*

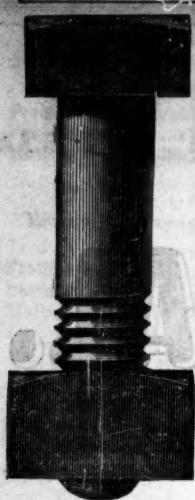
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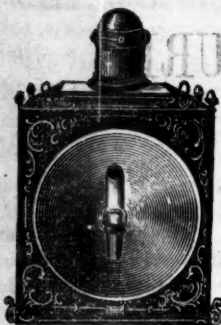


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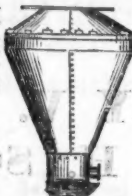
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Mr. FREDERIC ALGAR, No. 11 Clements Lane, Lombard Street, London, is the authorized European Agent for the Journal.

PRINCIPAL CONTENTS.

Central Railroad of New Jersey.....	761
Chicago and Rock Island Railroad.....	761
Foreign Commerce of the Port of New York.....	763
Absorption of the Government Loan.....	763
Journal of Railroad Law.....	764
Movement of Breadstuffs.....	764
Pittsburg, Fort Wayne and Chicago Railroad.....	770
Erie Railway.....	770
Erie and North-East and Buffalo and State Line Railroads.....	770
New York, Providence and Boston Railroad.....	771
Bridge over the Theiss and Tubular Foundations.....	774

American Railroad Journal.

New York, Saturday, November 2, 1861.

Central Railroad of New Jersey.

The following is a comparison of the receipts expenses and net earnings of the Central Railroad of New Jersey for the nine months ending Sept. 30, 1861, with the same months of 1860:

	1861.	1860.
Receipts in nine months.....	\$871,866 61	\$891,667 45
Expenses.....	377,469 50	350,021 19

Net earnings.....\$494,407 11 \$541,646 26

The following disposition has been made of the net earnings.....\$494,407 11

Interest for nine months.....\$104,262 22

Quarterly dividends $7\frac{1}{2}$

per cent. for nine mos. 272,250 00

376,512 22

Surplus of net earnings.....\$117,894 89

Decrease in receipts.....\$19,800 84

Increase in expenses.....27,348 31

Decrease in net receipts.....\$47,239 15

The decrease in receipts has been much less than was anticipated, and the falling off in coal and merchandise has been partly balanced by an increase in passengers. The increase in expenses is mainly in repairs of track. Both the road and equipment are in thorough repair. The surplus of net earnings over interest and dividends is \$117,894 89, against 112,872 57 for the same period last year, the interest account having been much larger last year than the present.

Rates of Foreign Exchange.

The rates of Foreign Exchange, as quoted by N. BRANDT, Broker, No. 39 Exchange-place, for the steamer of November 2, were as follows:

London—60 days' sight.....	107 $\frac{3}{4}$ per cent.
London—3 days' sight.....	108 $\frac{1}{4}$ "
Paris—60 days' sight, per dollar.....	5f. 32 $\frac{1}{2}$ c.
Paris—3 days' sight, per dollar.....	5f. 27 $\frac{1}{2}$ c.
Amsterdam—60 days' sight, per guilder.....	40 $\frac{1}{8}$ c.
Hamburg—60 days' sight, per marc banco.....	35 $\frac{3}{4}$ c.
Frankfort—60 days' sight, per florin.....	40 $\frac{1}{4}$ c.
Bremen—60 days' sight, per rix dollar.....	77 $\frac{3}{8}$ c.

Chicago and Rock Island Railroad.

This company was chartered under the title of the Rock Island and La Salle Railroad Company, February 27th, 1847, with authority to construct a railroad from Rock Island City, on the Mississippi river to La Salle, at the southwestern terminus of the Illinois and Michigan Canal, and to raise by shares a capital of \$1,000,000. By a supplemental act passed Feb. 7, 1851, the title of the company was changed, and authority obtained to continue the road eastward, via Ottawa and Joliet, to Chicago, and to increase the share capital by \$3,000,000. The company was re-organized under this charter, April 8, 1852.

The surveys for the road were commenced in December, 1850, and completed between Rock Island and Peru, in April, 1851, and between Peru and Chicago in the following August. On the 6th of September, 1851, a contract was concluded for the construction and equipment (except cost of right of way, station grounds, fencing and incidental expenses) of the whole line for the gross sum of \$3,987,688, payable \$2,000,000 in 7 per cent. first mortgage bonds, \$500,000 in cash, and \$1,487,688 in certificates bearing 10 per cent. interest, the same to be exchanged into stock at par on the completion of the work. The contractors further obligated themselves to operate the road as far as opened for use until the whole was completed, and receive as full compensation for their services the earnings therefrom. They also agreed to pay the semi-annual interest on the bonds during construction.

The construction of the road was commenced October 1, 1851, and the whole line completed

and accepted by the company July 10, 1854, having been opened by sections as follows: from Chicago to a junction with the Northern Indiana railroad, 6 miles, in December, 1851; to Joliet, 40 miles, in October, 1852; to Ottawa, 84 miles, in February, 1853; to La Salle, 98 miles, in March, 1853; to Geneseo, 158 miles, in November, 1853; and to Rock Island, 182.8 miles, February 22, 1854. Between this last date and the delivery, the contractors were engaged in ballasting and otherwise finishing up the work and supplying equipment, and ultimately completed the road about 18 months earlier than the period named in the contract.

At the annual meeting in 1854, the contractors were authorized to lease the Peoria and Bureau Valley Railroad, which they did for the rental of \$125,000 per annum, and commenced operating the same July 1, 1855. The bridge over the Mississippi river, between Rock Island City and Davenport, was completed and opened for traffic, April 1, 1856. This bridge was constructed by a separate company, representing conjointly the Chicago and Rock Island and the Mississippi and Missouri railroad companies, which furnished the capital therefor.

On the 27th of September, 1858, an agreement was entered into with the Illinois River railroad company, providing that the Chicago and Rock Island railroad company should furnish the said road with rolling stock, and be paid therefor 10 per cent. on its cost annually, and also for the next 20 years operate the road at the expense of the Illinois River railroad company. On the completion of this road in 1859, this agreement was carried into effect, and the line is now being operated on the terms set forth.

The length of the Chicago and Rock Island railroad is 181.8 miles; of the Peoria and Bureau Valley railroad 46.5 miles—total 228.3 miles.

The amount of capital stock authorized was \$7,000,000 of which \$5,603,000 has been paid in. There has been no increase of capital stock since 1857.

The bonded indebtedness of the company remains the same as in 1858, viz: \$1,397,000 first mortgage 7 per cent. coupon bonds—issued January 10, 1852, and payable principal in twenty

years, and coupons semi-annually, July 10th, and January 10th, in New York.

The aggregate cost of road and equipment is \$6,987,710—the details of which are not given.

The gross earnings of the road from all sources for the fiscal year ending June 30, 1860 and 1861, were as follows:

	1860.	1861.
From passengers.....	\$248,092 80	\$338,112 08
" freight.....	705,791 31	784,022 94
" mails, etc.....	40,049 65	44,883 19
Total.....	\$1,093,933 77	\$1,164,018 21
Operating and maintaining the Chicago and Rock Island Railroad.....	\$708,054 56	
Rent of Peoria and Bureau Valley R.R..	125,000 00	
Taxes.....	32,615 40	
Loss on currency.....	40,350 40	
Cost of new works.....	53,868 07	
	959,888 43	
Interest on bonds.....	\$204,129 78	
	97,510 00	
Balance.....	\$106,619 78	

The increase of gross earnings over those of the previous year was \$70,084 44

The increase of expenses175,522 21

Decrease of net earnings\$105,437 77

The amount expended for new works, such as ballasting, sidetrack, earthwork, masonry, water-tanks, land, etc., has amounted to \$68,529 80—of which \$14,661 23 is included in the ordinary expenses of the road.

There has also been included in the expenses of operating the road an item of extraordinary repairs, which ordinarily would be considered a proper charge to construction, viz:

Bridge over Canal Feeder at Blue Island, 125 feet span.....	\$1,280 00
Bridge over Des Plaines river in Joliet, 290 feet long in 3 spans.....	3,974 47
Bridge over Rock River, 40 feet span.....	385 08
" " 8 spans, 1,253 ft. 27,162 57	
" Anasable River, 2 spans, 165 ft. 1,945 10	
" Vermilion River at La Salle, 4 spans, 210 feet.....	2,267 91
	\$36,915 04

The estimates of similar works to be built the present year, to supply the place of the original wooden structures is estimated at \$34,921. Both the items for construction and extraordinary repairs have been increased the past year in consequence of the destruction, by a tornado, of the Bridge over Rock River.

There has also been an unusual amount of extraordinary repairs upon locomotives (\$14,088). Forty of the first locomotives used on the road have been thoroughly overhauled, and all the defective work replaced with new material, consisting principally of 52 new Low Moor tyre, 18 chilled tyre, 13 flue sheets, 5 new pilots, and 7 new driving wheels. The company have 59 locomotives. The rolling stock is about as follows: 38 first class, and 8 second class passenger cars; 5 mail and express, 11 baggage, 492 box freight, 105 cattle, 305 platform, 10 gravel and 48 hand cars.

The following is a statement of disbursements for operating and maintaining the road, including taxes and interest on bonds, for the years ending June 30:

	1857.	1858.	1859.	1860.	1861.
Repairs of roadway and track.....	\$118,803 49	\$99,372 17	\$87,129 77	\$105,224 16	\$117,676 99
" engines and tenders.....	77,641 43	58,379 02	34,669 28	39,788 70	51,224 10
" cars.....	130,726 41	62,524 43	29,860 06	57,787 25	61,019 85
" bridges and draws.....	13,061 36	7,729 60	7,266 88	16,587 72	46,535 47
" buildings, fences, etc.....	28,663 91	26,338 31	8,466 27	6,326 83	21,214 73
Cost of iron for repairs.....	20,061 67	50,302 79	43,920 04	49,447 60	44,818 50
Fuel.....	145,448 90	85,126 33	81,459 47	108,754 62	102,040 63
Oil, tallow and waste.....	23,310 40	16,335 03	12,011 74	12,806 53	11,892 29
Loss and damage.....	21,964 06	7,165 66	5,993 28	4,783 33	4,645 34
Contingent account.....	45,228 68	26,812 82	13,041 18	16,001 68	15,327 72
Exchange.....	12,792 79	21,911 42	4,341 19	6,478 13	9,771 65
Salaries of agents and clerks.....	103,470 41	39,363 58	64,072 87	71,084 33	77,136 82
Books, printing, stationery, etc.....	13,870 76	11,994 38	6,588 85	7,103 84	7,211 82
Station-house expenses.....	24,288 32	20,047 03	16,002 09	10,110 36	12,708 14
Labor hauling freight.....	87,842 06	79,416 51	68,167 69	52,976 55	55,230 10
Pay of train hands.....	112,102 05	90,608 87	55,177 27	60,454 80	69,601 30
Tolls paid Miss. River Bridge Co.	17,437 93	3,341 23			
Rent of Peoria and Bureau Valley Railroad.....	125,000 00	125,000 00	125,000 00	125,000 00	125,000 00
Taxes.....	39,941 47	42,047 69	36,157 15	36,704 79	32,615 40
Loss on currency.....					40,350 40
Cost of new work.....	580,037 67*	147,845 78*	53,407 26*		53,868 07
Interest on bonds.....	137,970 00	99,715 00	97,790 00	97,790 00	97,510 00

* Included in cost of road and equipment.

OPERATIONS IN TRANSPORTATION.

	1857.	1858.	1859.	1860.	1861.
Passengers carried—1st class.....	376,554	321,971	231,562	200,026	196,976
" " 2d class.....	10,821	9,774	2,064	1,967	1,324
" " emigrant.....	7,517	5,969	2,069	1,154	1,418
Total passengers carried.....	394,902	337,714	235,705	203,147	199,718
Viz: through passengers.....	72,415	48,896	31,492	27,699	25,294
" way.....	322,487	288,818	204,213	175,448	174,424
Carried eastward.....	279,997	160,872	116,372	100,865	99,345
" westward.....	214,905	176,842	119,333	102,282	100,373
Passengers carried one mile.....	27,282,909	20,762,235	13,314,141	12,088,501	11,297,283
Miles run by passenger trains.....	347,955	332,798	351,862	354,115	349,635
" freight.....	508,015	365,921	319,481	429,623	437,264
" wood and gravel train.....	98,268	71,974	67,865	74,546	92,858
Total miles run.....	954,242	770,693	739,208	858,284	879,657
Passengers crossing Miss. Bridge, east.....	9,912	25,042	18,669		35,254
" " west.....	14,802	31,412	19,189		34,816
Tonnage " east.....			16,810	55,225	62,753
" " west.....			36,367	34,015	46,360
No. loaded freight cars " east.....		3,238	2,696	6,650	7,277
" " west.....		6,941	5,178	5,277	6,925
No. load'd fre't cars run'g on the road, east.....	15,094	12,036	13,527	18,312	21,346
" " west.....	22,884	20,312	13,784	16,889	16,570
Tons of freight east and west.....	309,219	264,980	201,067	287,661	301,669

INCOME ACCOUNT.

	1857.	1858.	1859.	1860.	1861.
Balance from previous year.....	\$497,279 97	\$133,139 40	\$537,453 37	\$630,138 34	\$432,318 39
Passenger earnings.....	798,086 97	610,673 19	399,144 77	348,092 80	338,112 08
Freight.....	1,044,377 41	733,872 61	450,245 95	705,791 81	784,022 94
Mail.....	21,200 00	21,200 00	21,200 00	21,200 00	21,200 00
Rents.....	22,532 15	42,099 92	18,709 33	18,849 66	20,683 19
	\$2,383,476 50	\$1,540,985 12	\$1,426,753 42	\$1,734,072 11	\$1,596,336 60
Interest on bonds.....	\$137,970 00	\$99,715 00	\$97,790 00	\$97,790 00	\$97,790 00
Rent of Peoria Branch.....	125,000 00	125,000 00	125,000 00	125,000 00	125,000 00
Profit and loss.....					91,118 29
Cash dividends.....	447,610 00			167,597 50	
Stock " 12½ per cent.....	503,600 00				
Sinking fund.....				242,000 00	10,300 00
Operating expenses.....	1,036,157 10	778,816 75	573,825 08	659,366 22	781,020 36
Due from Bridge Company.....					69,410 31
Balance.....	133,139 40	637,453 37	630,138 34	432,318 39	421,702 64

\$2,383,476 50 \$1,540,985 12 \$1,426,753 42 \$1,724,072 11 \$1,596,336 60

COST, EARNINGS, EXPENSES, ETC., YEARLY.

	Cost of road and equipment.	Mileage.	Pas-sengers.	Freight.	Mails, etc.	Total.	Expenses.	Net earnings.	Dividend.	p.c.
1855.	\$4,779,603	181.8	\$750,600	\$473,206	\$19,100	\$1,242,906	\$663,497	\$579,409	\$313,671	9
1856.	6,048,235	228.3	742,723	652,297	21,284	1,416,304	788,497	627,807	390,165	10
1857.	6,628,273	228.3	798,087	1,044,377	43,732	1,886,196	1,161,157	725,039	447,610	10*
1858.	6,776,119	228.3	610,673	733,873	63,800	1,407,846	903,817	504,029	nil	nil
1859.	6,829,627	228.3	399,145	450,246	39,909	889,300	698,825	190,475	nil	nil
1860.	6,913,554	228.3	348,093	705,791	40,050	1,093,834	784,367	309,567	167,597	3
1861.	6,987,710	228.3	338,112	784,023	41,883	1,164,018	959,888	204,130	nil	nil
Total.....	3,987,433	4,843,813	269,258	9,100,504	5,960,048	3,140,456	1,319,048	32		
Ave.....	6,423,289	221.6	669,633	691,973	38,465	1,300,072	851,435	448,636	188,435	4½

* Also 12½ per cent. (\$503,600) in stock.

	1858.	1859.	1860.	1861.
Value of exports.....	\$51,400,462	\$54,734,613		
Value of imports.....	126,720,295	198,897,700		
	1860.	1861.		
Value of exports.....	\$80,185,896	\$108,324,678		
Value of imports.....	197,709,227	106,642,846		
The exports of domestic produce, exclusive of foreign merchandize exported, has been as follows:				
	1858.	1859.	1860.	1861.
	\$46,767,981	\$48,223,748	\$73,594,650	*\$100,000,000
* Estimated.				
The value of exports from this port, exclusive of bullion, for the first four weeks of October, were \$12,136,678, against \$10,439,624 for 1860.				
The additions to the specie reserves of the country received at this port for the year have been as follows:				
Imports of foreign gold over exports.....		\$39,790,000		
Received from California.....		29,240,000		
		\$69,030,000		
To this amount should be added at least \$11,000,000 received from other sources, and from California, not manifested ...				
		11,000,000		
		\$80,000,000		
The two months remaining will probably increase the amount to \$100,000,000.				
The exports from this port the past year over imports were \$33,339,241. The United States, though a gold producing country, will take the present year a large part of the gold production of other countries, and retain all the domestic production, which may be estimated at \$65,000,000 annually.				

Absorption of the Government Loan.

The topic of chief interest in financial circles is, of course, the influence of the expenditures of government upon the money market. Thus far it has not been unfavorable, though we may not have got far enough along with the payments on account of the great loan to determine their full effect. These can only be ascertained by experience, although they may be inferred with a good deal of accuracy from a general view of the condition of the country, and of its foreign and internal commerce.

Of the first \$50,000,000 instalment of the loan taken by the banks, the public absorbed just one half up to the date of taking the second instalment. Up to that time, however, the machinery provided by government for appealing to the people had only partially been put in motion. Only a comparatively small number of offices had been opened for popular subscription to the loan. We presume that the banks had made no effort to dispose of the amounts taken by them, as the high rate of interest paid made the loan a most desirable security to hold in the falling off in the ordinary line of discounts. They could easily hold the whole amounts, and accommodate at the same time their customers. No embarrassment whatever was created; on the contrary, the condition of the banks was greatly strengthened by the impulse which their course gave to the business of the country. The experience they have already gained shows that their specie reserves are not affected; that

the expenditures of government, like those of any other borrower, come round again in due time into their vaults. The specie held in deposit in this city after the disbursement of the first \$50,000,000 had been fully completed, is only a trifle below the highest point ever reached. The specie line of the banks of Boston and Philadelphia, which are parties to the loan, has suffered no reduction. In the meantime there is a constant influx from abroad and from California, which must relieve all apprehension of disturbance on account of the disappearance of the precious metals, so common in all wars. The additions to the coin of the country from the sources named can not be less, the present year, than \$100,000,000.

The experience gained so far, is most encouraging. No disturbance whatever has been created in commercial circles. The next question is the extent of the means of the people upon which the government is drawing. There can be no doubt of their ability to pay, by the system of taxation in use in all the countries of Europe, annually into the public treasury, a sum very nearly as large as they are likely to be called upon for in the shape of loans. Labor is certainly far more productive in this country, than in Europe, as is shown by the fact that wages here, are from one-third, to a half higher. No people in the world have such resources and facilities for the creation of wealth. Our system of public works in the North, which embraces 22,500 miles of railroad, and 5,000 miles of canal, gives every producer a market at his own door. Those of Europe are supplied with their breadstuffs from fields in the interior of our continent, 1,500 miles distant from the port of their shipment. We have but few of the local burdens that press so heavily upon the people of the Old World. Certainly our people can pay taxes fully as large as those borne by those of Great Britain. The average sum annually paid by the people of that country for the maintenance of government alone, is equal to \$13 a head. Taxes levied at the same rate in the loyal States would produce very nearly \$300,000,000 annually. England did not permanently increase its public debt on account of the Crimean War, although her expenditures, for nearly two years, were on a scale quite as imposing as those of our government at the present time. In fact, a limit can be hardly set to the ability of a people to pay, if their industries are both free and productive.

We see no cause of apprehension that we shall not be able to meet any expenditure likely to be incurred. The great thermometer of public sentiment, the prices at the stock exchange, is most significant of the confidence and ability of our people. Government has steadily risen, by slow degrees, 12 per cent. from the lowest point they touched in the first shock of civil war. Their upward tendency has only kept pace with the growing conviction of the strength, and final success, of the government. We can point to no more triumphant test. It includes all others. So long as the

ABSTRACT OF GENERAL ACCOUNT YEARLY.

1st Jan. 30th June. 30th June. 30th June. 30th June. 30th June.

Share capital.....	3,141,500	4,029,000	5,248,000	6,603,000	6,603,000	6,603,000	6,603,000	6,603,000	6,603,000
Mortgage bonds.....	1,971,000	1,971,000	1,971,000	1,971,000	1,971,000	1,971,000	1,971,000	1,971,000	1,971,000
Bal. of income account.....	497,280	138,130	637,453	630,138	432,318	421,703			
Bills payable.....	42,972	102,572	188,257	10,928	6,660	4,751	101		
Bondholders.....	113,184	11,513							
	6,268,666	6,611,365	6,982,318	7,543,104	7,635,789	7,437,049	7,421,864		

President—HENRY FARNAM.

Directors—Thomas C. Durant, Francis H. Tows, David Dows, Charles W. Durant, E. W. Dunham, New York; Nathan Peck, New Haven, Conn.; John B. Jarvis, Rome, N. Y.; Henry Farnam, John F. Tracy, Chicago, Ill.; Robert A. Forsyth, Newburg, N. Y.; Theodore S. Faxton, Utica, N. Y.; Ebenezer Cook, Davenport, Iowa.

Treasurer—E. W. DUNHAM.

Secretary—FRANCIS H. TOWS.

Superintendent—JOHN F. TRACY.

Assistant Sup't—W. H. WHITMAN.

Cashier—FRANK D. SHERMAN.

Foreign Commerce of the Port of New York.

The value of Imports of foreign merchandize, exclusive of bullion, into the port of New York, from January 1st up to the 4th week of October, has been..... \$106,642,846
Same time in 1860..... 197,709,227

Decreased imports..... \$91,066,381

Export of domestic produce and foreign merchandize, exclusive of bullion, for the same period..... \$108,324,678
Same time in 1860..... 80,185,896

Increased exports..... \$28,138,782

Adding decreased imports and increased exports, the change in favor of this port for the year so far is \$119,205,163. For the first time in the history of the commerce of this port, its exports of domestic produce and foreign merchandize exceed its imports of foreign merchandize. The following statements will give the relative amounts of these, with the imports, exclusive of bullion, for the first ten months of three previous years:

public confidence can be maintained, all burdens are really light; and what at other times would be great sacrifices and burdens, becomes sources of the highest satisfaction.

Journal of Railroad Law.

RIGHT OF RAILROAD COMPANIES TO USE HIGHWAYS IN MASSACHUSETTS: LIABILITY OF FOR NEGLIGENCE USE: PLAINTIFF MUST PROVE HIMSELF FREE FROM NEGLIGENCE IN ORDER TO RECOVER DAMAGES FOR INJURIES RECEIVED.

The plaintiff's intestate received injuries, from which he died, while passing along a highway in Cambridge, Mass. The highway was used by the Boston and Lowell Railroad Company, and the plaintiff alleged that the company were negligent in the use of it, and by reason of their negligence the intestate was crushed while passing between their cars. At the trial one of the grounds upon which the plaintiff relied was, that the defendants were using the public highway as a freight yard, in which to make up their freight trains and to shift their cars from one part of their yard to another, and that this was habitually and commonly done, to the detention and obstruction of the public travel. To prove this issue, the plaintiff called witnesses, and asked whether the defendants caused their freight trains to stand across the highway any length of time, and how long each day, and whether they were accustomed to move their freight trains backward and forward across the highway for any space of time each day. This was objected to, and the testimony ruled out of the court.

Another ground relied upon by the plaintiff was, that the flagman at the crossing was a careless and intemperate person, and for that cause unsuitable to be employed in that capacity, and it appeared that he had since been in the house of correction as a common drunkard. The defendants denied that the flagman was an intemperate person, and for the purpose of showing that he was not so while in their employ, asked different witnesses, against the objection of the plaintiff, whether during a series of years, when they had often been at the crossing, the flagman was attending to his duty, and whether they ever saw any indication of intemperance in his conduct, and if he appeared to be a man competent to his place. These questions were asked witnesses not as experts, or having any peculiar skill.

The court instructed the jury that the defendants had a right to use the tracks where it crosses the public highway, to make up their trains in or to shift their cars, in the usual manner of their business, provided it was done in a reasonable manner, and they did not delay the public thereby for any reasonable length of time; that the sole question for them, in relation to this part of the case, was, whether they delayed the plaintiff's intestate unreasonably or unnecessarily, in this instance; and the jury could not, upon this question, regard the habit of the defendants at any other time or occasion in making up their trains and unnecessarily obstructing the highway.

The court also instructed the jury that if the defendants did not on this occasion conduct the train with due care, and did thereby unreasonably obstruct the highway, still to enable the plaintiff to recover, she must show that her intestate himself used due care, that is such care, as a man of ordinary prudence and discretion ought to use in

such circumstances, not such care as men of ordinary prudence and discretion might sometimes use under like circumstances, to avoid the obstructions of the highway, because such persons sometimes do or may act carelessly; that, no matter how long the defendants obstructed the highway, if the plaintiff's intestate attempted to cross over the train between two freight cars shackled together, while it was in motion from the force of the engine attached thereto, as a matter of law, this was not the use of due care and the plaintiff could not recover for any injury received by him while so attempting to cross over the train.

A verdict and judgment was rendered in favor of the defendants, from which the plaintiff appealed, alleging error in the exclusion of evidence and in the charge to the jury. The following is the opinion of the Supreme Court—sustaining the judgment below.

HOAR, J. The exceptions show that a principal issue in the cause was upon the unreasonable or negligent conduct of the defendants in the use of the highway, at the time the plaintiff's intestate received the injury for which she asks to recover compensation. We think their habits at other times had no legitimate bearing upon this issue, and that evidence respecting such habits was properly excluded. If their use of the highway at that time was reasonable and lawful, the plaintiff could have no greater rights because on other occasions they had been guilty of misconduct. They could not have shown their general carelessness as an excuse for their conduct at the time in question. The cases cited by the plaintiff depend upon a different principal, where the acts proved might fairly be regarded as designed to be a preparation for, or commencement of, the principal fact to be established.

The plaintiff's evidence was not as to the conduct or condition of the flagman at the time of the accident, but was offered to prove that the defendants were negligent in employing an intemperate and incompetent person. This raised directly the question as to his general habits and behavior, and it was therefore right to allow the defendants to show that he was careful, attentive and temperate. This was a fact which could be proved by witnesses who had seen his conduct, and could testify to the facts which they had observed. It did not require that they should be experts.

It was undoubtedly true that the defendants could not lawfully use the highway as a part of their freight yard; that is to say, they had no right to make the exclusive use of it which they own convenience required, which they could make of their own property. But they could pass and repose upon the highway for any lawful purpose, provided they used it only to a reasonable extent, and in a reasonable manner, without encroaching upon the rights of others who had an equal right to use it. The question of the mode and reasonableness of this use was rightly submitted to the jury.

The question whether the plaintiff's intestate exercised due care, or by his own carelessness contributed to the injury which he received, was a question of fact for the jury, if there were any facts in dispute, or if there were any evidence upon which it was competent for the jury to find that he used ordinary care. But it has long been

settled in this commonwealth that it is incumbent upon the plaintiff to show, by affirmative evidence, that he was in the use of due care; and upon this point he has the burden of proof. When, therefore, a plaintiff offers no evidence that he was in the exercise of care, but, on the contrary, the whole evidence on which his case rests shows that he was careless, we have held that the court may rightfully instruct the jury as a matter of law that the action cannot be maintained.

We are of opinion that the conduct of the plaintiff's intestate, as reported, brings his case clearly within this rule; no reason, whatever, appearing to justify him in attempting to pass between cars in motion, propelled by an engine. The plaintiff's counsel argues, that, to sustain the ruling at the trial, it must appear to the court that, under no possible combination of circumstances, it could have been possible for him to make the attempt without negligence. But we do not so understand the effect of the exceptions. The ruling of the presiding judge at the trial was upon the case presented. If the evidence which the plaintiff offered was simply of such conduct on the part of the person injured as is described in the hypothetical case put to the jury in the instructions of the judge, we can have no doubt that it did not, as a matter of law, tend to show ordinary care on his part. If there were any other facts or circumstances in evidence tending to qualify or control the effect of this, they should have been stated in the bill of exceptions. Judgment for defendants.

Movement of Breadstuffs.

The receipts of breadstuffs at Chicago from January 1, 1861, to October 21, compared with the two preceding years, have been as follows:

	1861.	1860.	1859.
Flour, bbls.	1,173,283	464,242	515,047
Wheat, bush.	14,525,911	11,728,707	6,415,205
Corn, bush.	23,494,201	14,773,351	4,182,496
Oats, bush.	1,184,960	1,413,901	1,100,065
Rye, bush.	338,798	238,055	184,215
Barley, bush.	437,070	435,589	397,118

The deliveries at tide-water, through the Erie Canal, for the same periods were as follows:

	1861.	1860.	1859.
Canal opened May 1.	April 25.	April 15.	April 15.
Flour, bbls.	942,604	794,712	444,648
Wheat, bush.	19,530,303	10,620,161	2,025,303
Corn, bush.	17,609,242	12,692,971	2,310,423
Oats, bush.	3,927,324	5,062,160	3,720,549
Rye, bush.	527,321	238,976	212,481
Barley, bush.	828,020	1,340,775	941,248

Reducing the flour to bushels, the total number of bushels delivered at tide-water the past three years, to October 21, have been as follows:

	1861.	1860.	1859.
Bushels.	47,135,230	33,918,605	11,433,344

The deliveries for the year by the Erie Canal and the Erie and Central Railroads, will probably equal 100,000,000 bushels. The foreign demand is very active, and produce is being crowded forward in view of the closing of the navigation on the canal and lakes.

Cincinnati and Chicago Air Line Railroad.

This new route between Chicago and Cincinnati is in perfect order, and cars run through without change from city to city in twelve hours' time. The track is in excellent condition, and time is made with the utmost regularity.

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash — signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.			Dividends.	Price of shares.
	Main Line.	Lateral and Branch Lines.	2nd Track and Siding.	Road in progress or projected.	Engines.	Cars.			Property and Assets.			Liabilities.				Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Gross.	Net.			
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.									
M.	M.	M.	M.	No.	No.	No.		\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	p. c.	p. c.	
ALABAMA.																							
30 Jun. '60	65.0			50.6			Alabama and Florida	1,451,336	*		877,953	503,500	105,255	1,515,704	54.0		101,102	37,866					
25 Feb. '59	30.3			58.1	2	2	Alabama and Mississippi	461,506	30,991		335,010	109,500	21,632	618,965	30.3		55,791	31,852					
31 May '60	109.6			57.8	11	9	Ala. and Tennessee Rivers	2,261,927	184,906		1,067,006	777,777	240,485	2,476,023	109.6		207,626	111,232					
30 Jun. '59	57.0			172.3			Mobile and Girard	1,500,000	*						57.0	236,791	76,773	21,006					
1 Apr. '60				67.2			Mobile and Great Northern	84,230			79,664			116,310									
31 Dec. '59	349.9	13.5		168.5	25	18	Mobile and Ohio	7,838,467	862,129	114,894	3,451,791	4,717,497	858,467	12,447,373	328.0	585,543	1,120,588	651,610					
29 Feb. '60	88.5	28.4			23	14	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9		505,156	260,269	6				
2 Dec. '59				209.5			North East and South West	600,000	*		650,000			1,080,957									
ARKANSAS.																							
				301.4			Cairo and Fulton																
30 Nov. '58	38.5			107.5			Memphis and Little Rock	553,877	*		351,524	446,000	10,725	811,949									
CALIFORNIA.																							
30 Dec. '60	22.5						Sacramento Valley	1,493,850	*		793,850	700,000		1,493,850	22.5		230,251	104,594					
CONNECTICUT.																							
1 Aug. '59	23.9		1.9		3	4	Danbury and Norwalk	335,842	50,873		279,100	85,000	4,900	408,591	23.9		73,826	27,992	6				
30 Sep. '59	122.4		10.8	75.1	16	20	Hartford, Provid. and Fishkill	3,903,455	302,511		1,936,739	1,810,500	319,444	4,325,922	122.4		333,500	152,777					
31 Aug. '61	61.4	1.6	64.5		18	21	Hartford and New Haven	3,207,396	254,000	102,888	2,350,000	927,000	13,356	3,975,087	73.0	323,491	712,876	354,136	14	135			
31 Dec. '60	74.0				11	11	Housatonic	2,439,775	*	6,247	2,000,000	197,000	52,461	2,586,534	120.0		319,106	177,038					
31 Dec. '59	57.0		2.3		7	11	Naugatuck	1,370,958	207,343	7,000	1,031,800	287,350	29,041	1,696,018	62.0		241,330	127,506	3				
31 Dec. '59	61.0		3.0				N. Haven, N. London and Ston.	1,851,879	*		960,748	866,000	200,000		61.0		107,837	20,627					
31 Dec. '59	46.0	9.0	7.0				New Haven and Northampton	1,400,000			922,500	700,000			59.7		90,362	90,362	5				
31 Oct. '59	66.0		5.0		7	10	New London Northern	1,566,695			510,900	1,052,500	3,872	1,575,147	66.0		119,146						
31 Mar. '61	61.3	1.0	63.8		31	74	New York and New Haven	4,640,607	675,264		3,000,000	1,890,000		5,717,523	117.4	579,659	925,075	325,573					
30 Nov. '60	66.0		8.5		14	17	Norwich and Worcester	2,463,983	237,171	200,000	2,122,500	811,300	45,286		66.0		358,362	159,006	3 1/2	40			
DELAWARE.																							
31 Oct. '59	84.0		10.0				Delaware	1,547,825	*		361,478	931,500	112,029	1,547,825	84.0			75,672					
31 Oct. '59	16.2						Newcastle and Frenchtown	723,551			744,520			4,641	749,171	5.0		21,195		6			
FLORIDA.																							
							Florida																
30 Apr. '60	32.0		3.0	13.0	3	1	Florida and Alabama	532,791	30,586		191,485	195,000	75,894	619,112	32.0		7,857	3,535					
30 Jun. '59	31.3		2.0	28.6	2	1	Fla., Atlantic and Gulf Central	396,310	28,608		205,781	204,600	164,670	694,836	19.3		10,255	1,504					
	26.5	3.9		227.0			Pensacola and Georgia								29.4								
GEORGIA.																							
30 Jun. '60	86.7				16	7	Atlanta and West Point	1,192,389	*		1,250,000	126,000		1,597,386	86.7		418,036	265,827	8	125			
30 Sep. '59	30.0			133.5			Atlanta and Gulf—M. Trunk				733,700	129,500			30.0								
31 Dec. '60	53.0						Augusta and Savannah	1,032,200	*		753,700				53.0		168,988	95,612					
30 Apr. '59	43.5			23.7			Brunswick and Florida	755,000	*		151,887				31.0								
30 Nov. '60	191.0				53	62	Central of Georgia (and Bank)	4,366,800	*		4,366,800			6,590,173	229.0	879,468	1,715,025	764,574					
31 Mar. '61	61.0				19	16	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	812,500		5,123,343	232.0		1,159,158	628,043	5	100			
30 Nov. '60	102.5				19	16	Macon and Western	1,500,000	*		1,500,000			12,296	1,658,970	102.5	226,241	404,618	212,676	19	72		
31 July '59	50.0				7	2	Muscogee	774,244	162,534		669,950	249,000		1,026,868	50.0		202,714	110,516					
1 May '58	68.1				3	4	Savannah, Albany and Gulf	1,386,634	52,373		1,275,901	10,200	180,621	1,475,140	71.6								
31 July '60	106.1	100.8	16.2		18	22	South Western	3,770,425	*		2,921,900	396,500	19,913	3,822,913	228.8			388,853		13			
30 Sep. '59	138.0				52	24	Western and Atlantic	5,901,497	*		built and owned by State.				138.0		832,943	454,541					
ILLINOIS.																							
31 Dec. '60	220.0				38	36	Chicago, Alton and St. Louis	10,000,000			3,500,000	4,500,000		10,000,000	220.0	845,981	994,569	225,786	13m				
30 Apr. '61	138.0			26.0	62	31	Chic., Burlington and Quincy	6,062,928	1,405,998	2,726,830	4,689,340	3,814,516		10,195,257	168.0		1,514,478	242,564				68 1/2	
31 Dec. '58	45.0				6	14	Chicago and Milwaukee	1,799,884	67,869	120,000	988,000	762,865	188,085	2,060,065	45.0	14 mo.	243,282	135,284					
1 Apr. '60	194.0						Chicago and Northwestern	9,344,863	*		2,000,000	7,349,034	75,829	9,344,863	194.0	10 mo.	384,656	139,822					
30 Jun. '60	181.8				58	67	Chicago and Rock Island	6,913,554	*	115,285	5,603,000	1,397,000		7,473,049	228.4		1,098,934	309,597	3 1/2	51			
10 Nov. '58	33.2						Fox River Valley	680,000	*		580,000				84.0								
31 Dec. '60	121.0	138.5	74.6		60	63	Galena and Chicago Union	8,040,565	1,311,916	319,903	6,023,300	3,524,200		10,469,355	261.3	792,029	1,462,752	652,260				70 1/2	
31 May '61	175.0						Great Western	9,620,000	*		1,600,000	2,391,000			175.0		485,943	191,529					
31 Dec. '60	454.8	252.5			113	96	Illinois Central	27,195,391	*		15,654,980	15,672,240		33,221,720	708.3		2,721,591	850,639				65 1/2	
				81.5			Illinois River		*														
	148.0						Ohio and Mississippi	4,870,586	*		1,789,295	3,292,403			148.0								
	46.6						Peoria and Bureau Valley		*		600,000				oper. by Chic.								
				129.0			Peoria and Hannibal		*						oper. by Chic.								
	58.186.0						Peoria and Oquawka	5,400,000	*		1,569,889	2,200,000			186.0								
31 Dec. '58	100.0						Quincy and Chicago	1,978,556	*		800,000	1,200,000		2,000,000	100.0	oper. by Bur. & Quincy.							
	1.0						Rock Island Bridge		*						oper. by Chic. & R. Ia.								
31 Dec. '58	168.5	39.8	12.2		31	30	Terre Haute, Alton & St. Louis	7,608,958	628,437		3,028,903	5,035,615	741,040	8,865,252	208.3		823,767						
INDIANA.																							
							Cincinnati and Chicago	2,080,433	*		1,196,679	1,006,125			108.0								
	108.0						Cincinnati, Fern and Chicago		*						29.0								
31 Aug. '57	109.0			73.0			Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0		249,867	119,432					
1 Jan. '58	72.4				19	21	Indiana Central	1,666,280	244,081	25,641	611,050	1,166,000	47,850	2,111,059	109.0		368,189	132,094	6	58			
31 Dec. '58	80.8	20.2			23	19	Indianapolis and Cincinnati	2,497,962	504,043	25,689	1,689,900	3,362,284	140,689	3,458,108	110.0		448,558	230,634	9	42			
31 Mar. '60	84.0						Ind., Pittsburg and Cleveland	1,902,698	*	10,000	835,971	1,025,700	48,673	2,272,557	84.0		236,397	101,196					
31 Dec. '60	78.0		11.0		16	16	Jeffersonville	1,554,732	*		1,015,907	723,000	5,900	2,182,004	108.0	329,451	302,006	112,798					
	64.0						Lafayette and Indianapolis	1,850,000	*		1,000,000	600,000		2,000,000	64.0								
31 Dec. '60	86.0	49.0			23		Madison and Indianapolis	2,667,704	*	356,755	1,648,050	1,285,300	87,969	3,060,128	135.0	201,402	230,563	99,080					
	288.0						Louisev., N																

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.												Earnings.			
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.				Liabilities.				Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.		Gross.	Net.	Dividends.	Price of shares.
						Passenger.	Freight, etc.		Railroad and appurtenances.	Rolling-Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Mileage run by locomotives with trains.	Mileage run by locomotives with trains.								
M.	M.	M.	M.	No.	No.	No.		\$	\$	\$	\$	\$	\$	\$	\$	M.	M.	\$	\$	P. c.	P. c.			
MAINE.																								
31 May, '50	36.5				4	4	21	Androscoggin	757,381	*		151,833	444,638	160,910	767,381	36.5			40,155	24,676				
31 May, '51	55.0				9	10	128	Androscoggin and Kennebec	2,210,947		21,925	457,900	1,748,867	138,817	2,345,574	137.0			318,505	94,088		6		
30 Jan, '59	149.0		25.0		41	37	849	Atlantic and St. Lawrence	6,066,375	857,566		2,494,900	3,472,000	9,572	6,976,472	149.0	429,791	545,741	150,226	6	78			
30 Jan, '59	12.5		2.0		4	3	48	Bangor, Oldtown and Milford	244,726			135,000	40,576	244,726	12.5			30,830	10.0					
31 Aug, '59	63.0	9.5	8.0		12	11	120	Kennebec and Portland	2,871,294	*		1,287,779	1,280,000	271,143	2,900,998	72.5		164,516	81,695					
31 Dec, '59								Penobscot	328,412			180,497	300,000	75,000										
31 May, '61	84.7				4	10	98	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,908	1,859,147	54.7		An. & K.	70,566					
31 May, '59	51.3				11	13	118	Portland, Saco and Portsmouth	1,494,792		5,208	1,500,000		1,500,000	51.3	141,664	208,299	104,029	6	97				
31 May, '59	37.0							Somerset and Kennebec	783,763	*		169,200	558,600	37.0			55,403	28,404						
31 May, '59	18.5				33.5			York and Cumberland	1,090,000	*		370,000	450,000	270,000	1,090,000	18.5								
MARYLAND.																								
30 Sep, '60	279.5	7.2			235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8		3,922,203	2,305,788	6	42			
30 Sep, '60	30.0				7	38	107	Washington Branch	1,650,000			1,050,000		1,824,806	39.0	187,427	462,880	290,840	9	100				
31 Dec, '60	138.0	4.0	16.4		41	31	1,723	Northern Central	7,553,616	855,889	214,998	2,260,000	5,890,300	537,926	9,041,851	218.0		1,018,103	283,627		133			
MASSACHUSETTS.																								
30 Nov, '60	21.2		2.0		6	4	80	Berkshire	500,590	100,000		600,000		801,360	ope	rat. by	Housat.	42,000	7	8				
30 Nov, '60	26.5	1.8	43.6		21	26	666	Boston and Lowell	2,245,728			1,830,000		2,655,821	28.6		544,882	154,015		92				
31 May, '60	74.8	8.8	51.3		32	54	506	Boston and Maine	3,846,709	417,283	465,758	4,076,974	134,950	4,929,166	118.3	553,484	915,626	480,016		105				
30 Nov, '60	47.0	7.0	22.3		22	27	210	Boston and Providence	3,057,900	102,100		3,160,000	162,720	46,647	3,717,704	54.0		685,631	349,487		104			
30 Nov, '60	44.6	24.0	69.2		29	29	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000		47,580	5,327,567	83.7	525,954	1,045,683	439,284		104			
30 Nov, '60	46.1	1.1	2.7		7	10	109	Cape Cod Branch	907,761	123,864		681,690	168,400	11,058		47.2	77,522	122,637		124				
30 Nov, '60	50.0	2.4	8.9		12	13	131	Connecticut River	1,614,385	187,558		1,591,100	242,000		1,928,264	52.4		297,096	153,164		79			
31 May, '61	44.1	30.5	24.4		28	47	429	Eastern	4,045,166	315,165	284,102	2,853,400	1,960,000	5,045,630	120.7	456,825	684,685	327,500		64				
30 Nov, '60	19.9	1.3	3.6					Essex	742,592	4,416		299,107	280,261	197,428	776,796		55,946	62,498	12,498		70			
30 Nov, '60	50.9	16.8	70.9		29	28	655	Fitchburg	3,190,851	350,149		3,540,000	100,000	3,869,729	87.7	337,451	632,865	272,299		96				
30 Nov, '60	14.0	2.4			3	3	87	Fitchburg and Worcester	293,658	40,226		214,296	62,900	300	323,884	26.4	37,245	52,971	23,837		98			
30 Nov, '60	34.9		2.0					Hampshire and Hampden	577,582			298,961	303,014	57,065	653,030	ope	r. by N. H. & N. Y.	12,550		6				
30 Nov, '60	12.4		2.3		2	3	27	Lowell and Lawrence	832,853	80,275		200,000	100,000	383,158	ope	r. by B. & L. I.	12,550		6					
30 Nov, '60	14.6		17.1		12	12	324	Nashua and Lowell	558,920	95,883		600,000		598,563	30.0	172,511	231,683	72,097		112				
30 Nov, '60	20.2	1.6	1.0		7	16	146	New Bedford and Taunton	494,543	82,644		500,000		564,707	21.8	49,241	136,565	30,677		73				
30 Nov, '63	26.9		2.3		5	9	44	Newburyport	595,206	63,696		220,240	221,600	211,693	658,533	36.0	76,866	16,577						
30 Nov, '60	8.6				27	46	358	N. York and Boston Air Line	3,454,164			279,818	197,512	111,691		8.4	24,428	642,406	316,185		99			
30 Nov, '60	7.8	25.6	0.7		1	2	1	Old Colony and Fall River	432,490	11,247		3,015,100	107,000	76,500		87.3	413,017	48,169	26,769		6			
30 Nov, '60	18.6		0.1		12	18	308	Pittsfield and North Adams	1,442,470	254,565	39,800	1,600,000	200,000	1,804,789	44.4		336,160	398,589	197,774		106			
30 Nov, '60	43.4	14.0	14.9		2	7	17	Providence and Worcester	366,987	82,644		243,305	226,900	316	470,521	ope	r. by B. & L. I.	17,508		1				
30 Nov, '60	16.9		0.4		2	7	17	Salem and Lowell	462,167	39,426		259,855	150,000	2,391	615,112	11.5	25,529	59,370	16,711		97			
30 Nov, '60	11.5		1.0					Stockbridge and Pittsfield	445,700	*		445,700		451,000	ope	r. by Ho	16,015	31,409	27,817		7			
30 Nov, '60	21.9		1.8		7	18	144	Taunton Branch	250,000			250,000		250,000	ope	r. by Ho	16,015	31,409	27,817		7			
30 Nov, '60	1.1	0.8	1.3		11	8	192	Troy and Greenfield	478,045			385,206	219,000	9,854	614,066	ope	r. by T. & B.	6,333						
30 Nov, '60	69.0	8.0			72	69	1,183	Vermont and Massachusetts	3,309,622	207,343	15,120	2,214,225	1,035,580	2,616,808	77.0	101,326	211,899	75,810		91				
30 Nov, '60	166.1	17.3	106.8		10	8	149	Western (incl. Alb. & W. S. etc.)	9,933,395	1,095,713		1,141,000	7,289,520	17,632	13,940,444	192.0	1,881,352	888,254	108,924		108			
30 Nov, '60	45.7	9.3						Worcester and Nashua	1,187,935	140,962			150,000	975	1,403,409	45.7	180,153	229,332	102,604		62			
MISSISSIPPI.																								
1 Jan, '59	17.3				2.7	2	1	100	Bay de Noquet and Marquette															
30 Sep, '59	57.0							Chic. Detroit & Can. G.T. June	built and	equipp	ed by G. R. Tr. & R. Co. of													
30 Sep, '60	188.0							Detroit and Milwaukee	8,270,623	647,596		2,950,000	4,250,000		9,008,369	188.0		365,038	144,270					
								Flint and Pere Marquette																
								Grand Rapids and Indiana																
31 May, '61	234.5	23.4			98	85	1,334	Michigan Central	12,487,250	*	1,180,497	6,057,784	7,908,489	125,000	14,191,649	329.3	1,281,263	2,126,699	910,169	3	49			
31 Mar, '61	263.0	263.0			83	102	971	Mich. S'th'n & N'th'n Indiana	13,601,120	1,637,259	2,352,574	9,018,200	9,719,704	487,886	19,175,790	539.0	1,592,377	2,075,469	1,035,629	18				
								Pori Huron & Milwaukee																
MINNESOTA.																								
								Minnesota and Pacific					800,000											
								Southern Minnesota					875,000											
								Minneapolis and Cedar Rapids					800,000											
								Minnesota Transit					500,000											
								Root River Valley					500,000											
MISSISSIPPI.																								
30 Apr, '60	236.0				25	22	336	Mississippi Central	4,966,022	756,292		2,000,961	2,554,732	895,992	6,331,899	236.0		584,342	328,092					
1 Oct, '59	71.4				37.8	7	4	41	Mississippi and Tennessee	1,254,894	159,018		798,285	456,849	275,060	1,974,444	69.7		176,462	116,483				
31 Dec, '58	83.2				60.4			Southern Mississippi	2,750,000			1,000,000	1,400,000			83.2		250,047	121,659					
MISSOURI.																								
30 Nov, '58	12.0				65.8	1		Cairo and Fulton	281,645	9,200		50,493	327,000	50,892	128,386	12.0								
31 Aug, '60	206.9							Hannibal and St. Joseph	12,364,134	*		1,782,888	10,571,000	156,643	12,510,529	206.8	14 mo's	961,856	487,333					
31 Jan, '61	108.9		16.8		68.0	22	19	391	North Missouri	6,469,890	496,254	2,594,100	4,350,000	96,429	7,236,452	168.0	10 mo's	292,428	78,975					
								Platte County																
25 Feb, '59	163.0	19.0			119.0	26	36	412	Pacific	8,621,659	614,782	3,330,657	8,203,000	754,837	12,288,494	182.0		676,310	301,503					
31 Oct, '59	19.0				264.0			South-Western Branch	1,226,014			66,974	1,400,000											
30 Sep, '60	86.5	3.6			16	13	222	St. Louis and Iron Mountain	5,179,580	340,369	75,000	1,970,537	3,501,000	43,989	5,837,911	90.1	343,827	236,291	59,438					
NEW HAMPSHIRE.																								
31 Mar, '59	93.1							Ashuelot	506,000			246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000					
31 Mar, '59	33.5		5.6		14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,515,880	93.5	363,000	227,720	86,838		8			
30 Nov, '59	63.6		8.0		18	11	289	Cheshire	2,753,697	322,267		2,085,925	738,200	84,327	3,163,731	63.6		327,741	125,150		16			
30 Nov, '59	31.1		2.5		4																			

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "nil." Running date (—) signify "not ascertained." Land-Grant Railroads are in "italics."

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.			
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Engines.	Passenger Cars.	Freight, etc.		Property and Assets.			Liabilities.				Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Gross.	Net.	Dividends.	Price of shares.
									Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance.							
	M.	M.	M.	M.	No.	No.	No.		\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	p. c.	p. c.
NEW YORK.																						
30 Sep. '60				140.0				Albany and Susquehanna	548,221			507,967			46,139	554,096	ope. r. by Re. na. & S. arat.					
30 Sep. '60	32.9	3.3			5	12	53	Albany and Vermont	1,567,502	136,088		439,006	1,578,099		50,000	2,389,559	ope. r. by W. estern					
30 Sep. '60	38.3	44.0						Albany and West Stockbridge	2,389,559			1,000,000	1,389,559			2,389,559	ope. r. by W. estern					
30 Sep. '60	34.9	2.6	73.6	4	6	39		Black River and Utica	1,156,289	81,446		822,371	745,500		7,121	1,574,992	ope. r. by W. estern					
30 Sep. '60	14.8	1.6						Blossburg and Corning	496,661			250,000	220,000			470,000	ope. r. by W. estern					
30 Sep. '60	14.5	7.0						Brooklyn Central and Jamaica	466,372	40,247		448,760	85,000		42,102	575,852	ope. r. by W. estern					
30 Sep. '60	24.7	0.9	23.4	5.5	168			Brooklyn City	926,356	335,870		1,000,000			130,000	1,300,000	ope. r. by W. estern					
30 Sep. '60	142.0	14.4	18.5	28	32	402		Buffalo, New York and Erie	3,163,766		213,158	680,000	2,413,516		201,682	3,627,620	ope. r. by W. estern					
30 Sep. '60	68.3	14.0			28	34	327	Buffalo and State Line	2,267,158	521,126		1,950,950	1,049,000		27,540	3,027,496	ope. r. by W. estern					
30 Sep. '60	34.6	38.1						Cayuga and Susquehanna	719,050			343,500	300,000		75,550	719,050	ope. r. by W. estern					
30 Sep. '60	17.4	2.1						Chemung	400,000			380,000	70,000			450,000	ope. r. by W. estern					
30 Sep. '60	46.8	2.9			10	8	83	Elmira, Jefferson & Canand.	500,000			500,000				500,000	ope. r. by W. estern					
30 Sep. '60	17.3	3.0						Hudson and Boston (West'n)	175,000			175,000				175,000	ope. r. by W. estern					
30 Sep. '60	144.0	116.1			58	107	554	Hudson River	10,618,073	1,182,372		3,758,466	9,107,000		182,106	15,000,000	ope. r. by W. estern					
30 Sep. '60	84.0	2.5	10.8		17	40	126	Long Island	2,077,132	489,138		1,852,710	756,998		12,283	2,620,997	ope. r. by W. estern					
30 Sep. '60	297.8	258.1	313.8		211	237	3,171	New York Central	31,106,094		963,331	24,000,000	14,352,523		127,375	46,688,447	ope. r. by W. estern					
30 Sep. '60	446.0	19.0	282.5		219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,506		2,074,795	38,401,300	ope. r. by W. estern					
30 Sep. '60	138.0	2.1	29.6		33	98	676	New York and Harlem	8,022,786			5,717,190	6,085,752			120,000	ope. r. by W. estern					
30 Sep. '60	8.0							New York and Flushing	244,412	34,756		1,000,000				1,000,000	ope. r. by W. estern					
30 Sep. '60	99.0							Niagara Bridge and Canand.	4,809,856			1,500,000	3,077,000			4,577,000	ope. r. by W. estern					
30 Sep. '60	118.0	3.8	17.7		28	14	578	Northern (Ogdensburg)	791,002			396,540	215,500		4,875	597,540	ope. r. by W. estern					
30 Sep. '60	35.9	2.2			7	6	46	Oswego and Syracuse	1,337,509	62,517		665,419	1,000,000		192,748	1,997,266	ope. r. by W. estern					
30 Sep. '60	75.4	2.3			6	4	53	Potsdam and Watertown	755,124	157,048		610,000	140,000			750,000	ope. r. by W. estern					
30 Sep. '60	25.2	2.0			5	13	70	Rensselaer and Saratoga	654,021			557,560	200,000		19,980	857,541	ope. r. by W. estern					
30 Sep. '60	18.5	1.2	21.3					Rochester and Genesee Valley	70,468	1,050		30,000	83,000		61,213	71,518	ope. r. by W. estern					
30 Sep. '60	18.0	1.0						Sackett Harbor, Rome & N.Y.	480,684			500,000	378,000		3,376	888,684	ope. r. by W. estern					
30 Sep. '60	21.0	1.6			2	2	11	Saratoga and Schenectady	820,518	81,166		62,731	162,087		63,374	944,901	ope. r. by W. estern					
30 Sep. '60	40.8	6.7	3.8		9	11	84	Saratoga and Whitehall	251,889	36,443		1,200,130	1,643,153		121,065	2,894,302	ope. r. by W. estern					
30 Sep. '60	13.0	0.3			2	6	6	State Island	2,854,212			605,911	806,500		247,155	3,660,723	ope. r. by W. estern					
30 Sep. '60	81.3	7.6			13	12	117	Syracuse and Binghamton	1,366,526	168,437		274,400	680,000			2,040,963	ope. r. by W. estern					
30 Sep. '60	31.9	3.6			10	9	123	Troy and Boston	253,835	36,073		30,000	4,500		14,500	287,835	ope. r. by W. estern					
30 Sep. '60	6.0							Troy and Greenbush	752,601			45,500				800,000	ope. r. by W. estern					
30 Sep. '60	2.1							Troy Union	84,295			1,499,000	772,400		66,112	2,271,405	ope. r. by W. estern					
30 Sep. '60	96.7	11.0			17	11	288	Watertown and Rome	1,948,640	327,304		4,000,000				5,956,944	ope. r. by W. estern					
NORTH CAROLINA.																						
31 May, '60	94.9	6.4						Atlantic and North Carolina	2,157,503			1,546,225	400,000		276,372	2,419,401	ope. r. by W. estern					
31 May, '60	223.0							North Carolina	4,235,000			4,000,000				8,235,000	ope. r. by W. estern					
31 May, '60	97.0							Raleigh and Gaston	2,652,737			973,300	126,200			3,651,237	ope. r. by W. estern					
30 Sep. '60	161.5	15.0			23	18	182	Wilmington and Manchester	2,869,223		232,900	1,340,213	1,045,000		51,300	2,934,509	ope. r. by W. estern					
30 Sep. '60	161.9				24	32	144	Wilmington and Weldon	2,000,000		107,000	1,340,213	791,055		120,391	3,114,954	ope. r. by W. estern					
15 Mar. '60	81.0	3.0			192.5			Western North Carolina	613,231			866,959			77,294	1,480,250	ope. r. by W. estern					
OHIO.																						
31 Dec. '60	118.2				17	12	208	Atlantic and Great Western	3,088,218		10,000	1,859,813	1,267,073		64,251	3,565,956	ope. r. by W. estern					
1 Aug. '60	137.0				41	39	508	Bellefontaine and Indiana	5,579,508	922,670	106,133	1,628,356	3,673,000		1,126,458	6,810,432	ope. r. by W. estern					
31 Mar. '61	60.3				22	28	492	Central Ohio	2,648,296	504,892	68,747	2,155,800	1,356,000			3,708,392	ope. r. by W. estern					
31 Dec. '60	30.0				69.1			Cine. Hamilton and Dayton	4,250,841			2,441,176	3,032,000		228,973	7,724,017	ope. r. by W. estern					
1 May, '61	131.8				31.0	16	10	Cine. Indianapolis and Zanesv.	4,029,200	614,411	512,323	4,746,100	519,000		4,301	5,765,123	ope. r. by W. estern					
31 Dec. '60	135.4	5.8			22	31	495	Cine. Cleveland and Columbus	2,500,017	268,303	298,971	1,155,152	1,693,300		304,182	3,341,020	ope. r. by W. estern					
31 Dec. '60	67.0				18.0	12	251	Cine. Cleveland and Mahoning	3,221,656	549,593	641,603	3,000,000	1,602,000			5,263,251	ope. r. by W. estern					
30 Nov. '61	101.0	102.5			30	42	470	Cine. Cleveland and Pittsburgh	9,320,288			3,942,368	4,918,325		653,821	9,661,102	ope. r. by W. estern					
31 May, '61	102.2	79.4			42	45	409	Cine. Cleveland and Toledo	6,697,178	483,160	89,298	3,343,800	3,350,570		196,413	7,612,406	ope. r. by W. estern					
31 Dec. '60	61.4				53.0	6	99	Cine. Cleveland and Zanesv.	1,574,693			769,673	575,250		632,486	2,152,149	ope. r. by W. estern					
31 Dec. '60	72.0				31.0	6	9	Cine. Columbus and Indianapolis	2,555,000			750,000	1,600,000		205,000	4,155,000	ope. r. by W. estern					
30 Nov. '61	144.0	10.4						Cine. Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700		50,500	1,965,539	ope. r. by W. estern					
31 Mar. '61	54.5	7.9						Cine. Dayton and Michigan	5,087,571	112,644	4,800	2,195,762	2,521,700		350,824	5,241,812	ope. r. by W. estern					
31 Aug. '60	36.6				47.0	3	2	Cine. Dayton and Western	999,173	104,912		307,246	716,000		30,845	1,104,086	ope. r. by W. estern					
31 Aug. '60	16.0				47.0	3	2	Cine. Dayton, Xenia and Belpre														

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

Years ending	Railroad				Equipment			Companies	Abstract of Balance Sheet							Earnings				Price of shares.			
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected	Engines.	Cars			Property and Assets			Liabilities				Total, incl. all other assets and liabilities.	Road operated, incl. road leased etc.	Mileage run by locomotives with trains.	Earnings				
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Gross.				Net.				
	M.	M.	M.	M.	No.	No.	No.		\$	\$	\$	\$	\$	\$	\$	M.	M.	\$	\$	p.c.	p.c.		
PENNSYLVANIA, (Continued.)																							
31 Oct. '60	48.9		3.2	99.5	7	7	65	Pittsburg and Connelleville	2,724,803	81,136		1,755,826	1,292,700	67,869	3,378,707	60.0	113,775	80,583	29,690				
30 Jun. '61	467.5		68.7		104	80	1,261	Pittsburg, Ft. Wayne & Chicago	17,479,905		31,408	6,266,367	10,192,155	1,791,166	18,487,835	467.5	1,948,501	2,335,353	761,554				
30 Sep. '60	31.0			11.0				Pittsburg and Steubenville	1,947,462			1,221,277	280,000										
30 Sep. '60	64.0		15.3					Schuylkill and Susquehanna	1,258,700			1,258,700	97,000		1,355,700	54.0							
30 Sep. '60	9.2	15.3	14.9					Schuylkill Valley	573,616			568,150			573,616	24.5		34,501	29,604	34			
31 Mar. '61	28.0	1.2	2.0		4	1	445	Shamokin Valley & Pottsville	1,241,487	95,888	363,004	864,450	789,970	60,821	1,724,227			96,227	54,582				
31 Dec. '60	148.0		20.0	140.0				Sunbury (Phila.) and Erie	6,393,712	107,252		4,506,920	4,369,070	861,271	10,169,869	148.0		114,126	61,848				
30 Nov. '60	29.6	6.5	31.9		8	3	127	Tioga	703,349	85,932		97,550	396,000			29.6		83,072	47,007	6			
30 Sep. '60	26.4		2.1		4	11	9	Westchester and Philadelphia	1,410,638	74,677		682,170	944,169	52,434	1,679,301	26.4		125,597	4,502				
30 Sep. '60	78.0		6.0		16	8	126	Williamsport and Elmira	4,050,314			1,500,000	2,200,000	293,895		78.0	199,878	238,420	860,339	44			
RHODE ISLAND.																							
31 Aug. '60	60.0		2.0		9	13	54	N. Y. Providence and Boston	2,158,000			1,508,000	306,500		2,158,000	60.0	147,231	208,439	96,571	5			
30 Nov. '60	13.6		0.5					Providence, Warren & Bristol	434,698	1,588		287,917	109,937	86,139		13.6	23,514	23,005	1,278				
SOUTH CAROLINA.																							
31 Dec. '60	13.2	1.5		182.4	2		26	Blue Ridge	2,126,539			1,916,516	217,577		2,134,092	13.2							
31 Dec. '60	54.9			47.4	4	3	21	Charlotte and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9							
31 Dec. '60	109.6				13	9	176	Charlotte and South Carolina	1,719,045			1,201,000	384,000		1,099,536	109.6		283,263	151,536	6			
— '60	40.3							Cheraw and Darlington	600,000			400,000	200,000			40.3							
1 Jan. '60	143.2	21.3						Greenville and Columbia	2,439,769	324,161		1,429,008	1,145,000	245,540	2,919,554	143.2		341,190	125,871				
31 Aug. '60	22.5							Kings Mountain	196,230			200,000	225			22.5							
31 July '60	32.0							Laurens	543,403			400,000	106,218		575,729	32.0		27,568	8,527				
23 Feb. '60	102.0							North-Eastern	2,011,652			985,743	960,410	108,172	2,057,325	102.0		220,014	96,145				
31 Dec. '60	136.0	106.0			62	59	790	South Carolina						2,643,833			1,499,636	701,943	7				
31 July '60	25.1			41.9				Spartanburg and Union								25.1							
TENNESSEE.																							
30 Sep. '60	47.6							Central Southern (Tenn.)	1,021,439	58,133		505,214	514,000	99,110	1,137,707	47.6		29,967	19,187				
1860.				17.0	2		14	Edgefield and Kentucky	857,947			333,204	612,000	60,900		30.0	29,845	9,359	7,486				
1860.	36.9		1.8		12	10	171	East Tennessee and Georgia	3,637,367			1,289,673	2,020,000	200,000		140.0		318,718	187,466				
1860.	140.0		8.0		10	10	128	East Tennessee and Virginia	2,310,033	156,264		536,654	1,902,000	390,407		130.3	150,142	297,806	349,167				
1860.	271.6	19.4	20.0		43	37	667	Memphis and Charleston	6,866,578	178,069	129,364	3,809,949	2,659,000	290,112	7,627,797	271.6		1,635,096	873,597				
1860.	271.6	19.4	20.0		39	9	5	Memphis and Ohio	2,259,267	141,144		570,000	1,361,000	145,000		271.6							
1860.	100.0		30.6	55.8				Memphis, Clarksv. & Louisv.	2,000,000	100,500		298,721	740,000										
1860.	59.0		40.1	7	5	119	—	Mississippi and Tennessee	1,137,400			798,285	554,949	319,518		59.4	60,870	177,256	60,029				
1860.	47.4		2.3	4	5	46	—	Mississippi Central and Tenn.	892,710	82,908		371,447	632,500	22,369		47.4	54,175	83,129	44,696				
1860.	34.2		7.0		12	2	81	McMinnville and Manchester	533,807	56,816		144,894	406,000	5,000		34.2	30,065	23,808	13,892				
30 Nov. '60	149.7	44.0	7.9		39	17	819	Nashville and Chattanooga	3,682,882			2,056,544	1,731,000			149.7		734,118	337,384	6			
1860.								Nashville and Northwestern															
1860.	45.8		4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016		595,922	860,000	204,544		45.8	57,950	127,953	87,243				
1860.	30.0		0.6	8.0				Winchester and Alabama				216,962	413,000	408,477		30.0		1,248					
TEXAS, (all aided by State.)																							
— '60	32.0			158.0				Buffalo Bayou, Braz. & Col'do								32.0							
— '60	56.0			184.0				Galvest., Houst. & Henderson								56.0							
— '60	50.0		1.5	75.0	2	1	5	Houston and Brazoria	1,250,000			275,000	240,000	171,550		50.0	31,300	32,670					
1 May '60	70.0		6.0	280.0	7	6	124	Houston and Texas Central	4,232,345			455,000	975,000	369,000		70.0	102,200	282,846	196,568				
— '60	25.0			110.0				San Antonio & Mexican Gulf								25.0							
— '60	28.0			766.0				Southern Pacific								28.0							
VERMONT.																							
31 May, '61	90.7		8.6	19.6	8	8	183	Connect. & Passumpsic Rivers	1,514,132	193,422		1,280,400	800,000	60,589		90.7	118,219	183,750	92,683	80			
31 Aug. '60	119.6		13.0		26	18	600	Rutland and Burlington	3,989,708	617,743		2,233,376	3,172,550	579,119	6,385,045	119.6	349,440	334,365	113,318				
31 Aug. '60	62.0		4.0		10	6	174	Rutland and Washington	1,771,683			950,000				62.0	142,839	150,818	30,288				
31 Aug. '60	119.0		20.0		42	28	886	Vermont Central	8,402,055			5,000,000	3,853,000	1,423,299	10,276,299	119.0	706,817	775,569	127,727				
31 Aug. '60	47.0		2.8					Vermont and Canada	1,350,695			1,350,000				47.0	—	—	—				
31 Aug. '60	23.7		0.7		3	4	43	Vermont Valley	1,212,274	89,612		616,164	793,200			23.7	47,950	45,930	8,522				
31 Aug. '60	64.0	10.5						Western Vermont	1,083,500			332,000	700,000		1,083,500	64.0	—	—	—				
VIRGINIA.																							
31 Aug. '60	41.3		122.1					Alex., Loudoun & Hampshire	1,492,194	42,000		1,403,018	36,188	88,131	1,534,194	41.3							
30 Sep. '60	79.8	8.9	3.8	106.6	9	5	221	Manassas Gap	2,942,548	210,680		2,969,361	775,500	118,789		79.8	703,034	136,302	43,062				
30 Sep. '60	77.2		4.8		5	2	75	Norfolk and Petersburg	2,006,873	122,156		1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332				
30 Sep. '60	103.5							Northwestern Virginia	5,322,150			468,605	5,719,229			103.5	345,427	248,004	loans				
30 Sep. '60	88.3	68.4	10.0		16	16	176	Orange and Alexandria	3,040,636	374,996		2,063,655	2,517,500			88.3	270,846	450,427	222,214				
30 Sep. '60	123.3				19	13	279	Petersburg and Lynchburg	1,225,536			1,365,700	1,857,500			123.3	410,160	201,244					
30 Sep. '60	59.2	21.3			14	17	313	Petersburg and Roanoke	3,720,037			883,200	102,500	5,799	1,498,527	80.5		326,554	212,852	74			
30 Sep. '60	140.5	2.7	12.0		28	30	418	Richmond and Danville	1,986,579			1,981,197	1,200,000	75,908	6,753,655	140.5	224,014	560,904	282,328				
30 Sep. '60	78.1	4.5			11	10	106	Richmond and Potomac	1,222,520		52,800	1,041,880	643,960	96,828		78.1	159,981	279,945	145,588	7			
30 Sep. '60	23.2	2.8	5.1		10	7	186	Richmond and York River	1,986,579			835,750	204,808	28,563		43.5	108,054	163,753	79,585	6			
30 Sep. '60	22.7		0.2	14.6				Richmond and Petersburg	1,222,520	20,564		657,812	85,000			23.7	12,542						
31 Jan. '60	80.6				10	11	23	Richmond and York River	1,469,743		1,200	844,200	472,811	52,926	1,639,648	80.6		240,446	121,053	7			
30 Sep. '60	178.2		21.3	7.0	27	19	161	Seaboard and Roanoke	4,952,753	541,197	33,948	3,162,764	1,480,592	52,929	4,832,929	195.0	280,968	634,087	359,130	5	474		
30 Jun. '60	204.7	9.4	10.6		39	27	229	Virginia Central	5,994,259	838,475													

New York Stock Exchange.
Sale Prices for the week ending Oct. 30, 1861.
 Th. 24. F. 25. Sat. 26. M. 28. Tu. 29. W. 30.

FEDERAL STOCKS:				
U. S. 5s, 1871	84			
U. S. 5s, 1874	83 1/2	83	83 1/2	
U. S. 5s, 1865				88
U. S. 5s, 1881 reg.	94	93 1/2	93 1/2	94
U. S. 5s, 1881 cou.	94 1/2	94	94 1/2	94 1/2
U. S. 5s, 1862	96 1/2	96 1/2		96 1/2
U. S. 5s, 1867	96 1/2			
U. S. 5s, 1868				
Treas. 12 p. c. notes	100 1/2			
" 6 " 2 years		99 1/2		
STATE STOCKS:				
California 7s	81 1/2	81 1/2	81 1/2	81 1/2
Georgia 6s		63		63 1/2
Illinois 6s	82 1/2	82	82 1/2	82
" Canal bonds	82 1/2			
Indiana 5s				
Kentucky 6s		75		
Louisiana 6s	56			
Maryland 6s				
Michigan 6s				
" 7s war loan				88
Minnesota 5s				
Missouri 6s	43 1/2	43 1/2	44 1/2	44 1/2
Do. iss. to H. & St. J. R.				
New York 6s, 1872				
North Carolina 6s	60	60	60	59
South Carolina 6s				
Ohio 6s				
Tennessee 6s, 1890		42 1/2	42	42 1/2
Virginia 6s	40 1/2	47 1/2	47 1/2	
RAILROAD SHARES:				
Chicago, Burl. and Q.	62 1/2	62	63	63 1/2
Chicago and Rock Isl.	51 1/2	50 1/2	51 1/2	51 1/2
Clev., Col. and C. in.		98	99	
Clev. and Pittsburg	10 1/2	11		36 1/2
Clev. and Toledo	36 1/2	36 1/2	36 1/2	36 1/2
Del., Lack. and West.				
Galena and Chicago	71	70 1/2	71	70 1/2
Hudson River	36 1/2	36	36 1/2	37 1/2
Illinois Central (scrip)	66 1/2	66 1/2	66 1/2	66 1/2
Indianapolis and Cinc.				
Michigan Central	49 1/2	49 1/2	49 1/2	49 1/2
M. S. and N. I. guard	38	38	38 1/2	39 1/2
M. S. and N. I.	18 1/2	18 1/2	18 1/2	18 1/2
Mil. and P. du Chien	17	18	18 1/2	
M. and P. du C. 1st pref.				
M. and P. du C. 2d pref.				
New Jersey				
New Jersey Central				
New York Central	78	77 1/2	78 1/2	78 1/2
Erie	32 1/2	32	31 1/2	32 1/2
Erie pref.	51 1/2		51 1/2	52
Erie Assessment Scrip			68	
N. York and Harlem	12 1/2		12 1/2	13
N. Y. and H. "pref."	32		32	32 1/2
Panama	116 1/2		116	116 1/2
Phila. and Reading	35 1/2	35 1/2		35 1/2
RAILROAD BONDS:				
Buff. N. Y. & Erie 1 M.				
Chic. and N. W. 1st M. 39	39 1/2		39 1/2	39 1/2
" " 2d M.				
" " S. F. 81	80 1/2			
Cl. & Tol. S. F. 7 p. c. '85	76			
Chi. Bur. and Q. 8 p. c. '93			93	
Chi. and R. I. 1st M. '70				
D. L. & W. 1 M. S. p. c. '71				
" 2 M. S. p. c. '81				
Gal. and Ch. 1 M. S. p. c. '63			98 1/2	98 1/2
" 2 M. S. p. c. '75			98 1/2	98 1/2
Hann. & St. J. 1 M. S.				
Hudson R. 1 M. 7 p. c. '69				
" 2 M. 7 p. c. '60				
" 3 M. 7 p. c. '75 82				
" sink fund.				
Illinois Centr. 7 p. c. '75	88	88	88	88
" 8 p. c. '75	88	88	88	88
L. Erie & Wab. 1 M.	71		70	70
" 2 M.	40			
La Crosse & Mil. L. G.				
Mil. and P. du C. 1st M.		81		
Mich. Cen. S. F. 8 p. c. '82		92		
" conv. S. p. c. '69 95 1/2	95		95	95
Mich. Southern 1st M. 85		85		
" 2d M.		60		61
" " S. F. 80		80 1/2		81
M. S. & N. I. 1 M. S. F.				
" 2 M. S. p. c. '77				
Northern Ind. 1 M.				
" 2 M.				
N. J. Central 1st M.				
" 2d M.				
N. Y. C. 8 p. c. cert. '83				
" 1 M. 7 p. c. '64				
" bonds 1876	100			
N. Y. & E. 1 M. 7 p. c. '79				
" 2 M. 7 p. c. '79				
" 3 M. 7 p. c. '83	84 1/2		84	
" 4 M. 7 p. c. '80 77	76 1/2			76 1/2
" 5 M. 7 p. c. '83				
" conv. 7 p. c. '62				
" 7 p. c. '71				
" S. F. '75				
N. Y. & H. 1 M. 7 p. c. '79			99 1/2	
" 2 M. 7 p. c. '64				
" 3 M. 7 p. c. '67				
MISCELLANEOUS:				
Del. and Hud. Canal				
Penn'a Coal Co.				
Phila. Mail S. S. Co.	93	92 1/2	93 1/2	94 1/2

The following are the closing prices in the London Market on the 8th October:

United States 5s, 1874	72 to 74
Virginia 6s	48 " 49
Erie shares, ex assessment scrip	22 1/2 " 23 1/2
Erie shares, 7 per cent. preference	42 " 43 1/2
Erie shares, assessment scrip	1 1/2 " 2
Illinois Central 6s, 1875	x. c. 75 " 77
Illinois Central 7s, 1875	70 " 80
Illinois Central \$100 shares, \$80 paid, dis.	39 1/2 " 38 1/2
Illinois Central, all paid	59 " 60
Michigan Central 8s, Convertible, 1869	80 " 82
Michigan Central Sinking Fund 8s, 1882 - x. c.	83 " 85
Michigan South. and North. Indiana 7s, 1885	65 " 70
New York Central 6s, 1883	84 " 90
New York Central 7s, 1884	90 " 92
New York Central 7s, 1876	91 " 93
New York Central 7s, 1876	91 " 93
New York Central \$100 shares	66 " 67
New York and Erie 7s, 1867	92 " 94
New York and Erie, 2d mort., 1859 - x. c.	88 " 90
New York and Erie, 3d mort., '83, assessed	76 " 77
New York and Erie Bonds, 1862, '71, '75	" "
New York and Erie shares, assessed	" "
Panama, 1st mortgage 7s, 1865	100 " 102
Panama, 2d mortgage 7s, 1872 - x. c.	95 " 97
Pennsylvania Central 6s	85 " 87
Pennsylvania Central 2d mortgage	81 " 83
Pennsylvania Central \$50 shares	34 " 36
Philadelphia and Reading \$50 shares	15 " 20

American Railroad Journal.

Saturday, November 2, 1861.

Share and Money Market.

The Share Market for the week has been quiet, with an improved tone at the close. The greatest advance has been in Erie and New York Central. Erie Preferred has advanced to 54, with a very active demand and upward tendency. The common Stock is at 31 1/2. The improved condition of this company is attracting much attention, it was never before in so favorable position, as it will have no floating debt but the assessment scrip, and over due coupons in the hands of the trustees. The road is in the best possible position for traffic, which is now very large. The earnings for October will probably exceed those of any previous month since its opening. All these favorable circumstances have influenced the demand for the stock. The Central is also doing well. Both roads never had a better prospect for a winter's business. The closing of the Mississippi River by the blockade, must add largely to their traffic. The whole market is firm with an upward tendency. Money is more active, but is sufficiently abundant, for the wants of the trade, as well as for those of government. The earnings of railroads for October will show much better than for September. There is more freight moving west. The receipts thus far for this year have been almost entirely from produce coming east. With the usual returns of freight, the earnings of the road would have been greater for 1861 than for any previous year.

The interest coupons on the first mortgage bonds and bonds of 1867, of the New York and Harlem Railroad Company, will be paid on and after Nov. 1, at the Treasurer's office cor. of 26th St. and 4th Avenue.

The coupons of the Evansville and Crawfordsville Railroad Company, due on the 1st November, will be paid at the office of the Farmers' Loan and Trust Company, New York.

The coupons of the 1st mortgage bonds, Eastern Division, La Crosse and Milwaukee Railroad, will be paid on presentation at the office of the Receiver in Milwaukee, with exchange on New York.

The coupons, due 1st of November, 1861, on the seven per cent. mortgage bonds of the Long Island Railroad Company, will be paid at the Bank of

the State of New York, N. Y., on and after that date.

School coupons No. 16, of the City of San Francisco, due November 1st, will be paid on and after that date, by Wm. T. Coleman & Co. Coupons not presented within six months from 1st November must be sent to the Treasurer of city of San Francisco for payment.

The Concord Railroad has declared a dividend of 3 per cent., payable November 1 to stockholders of the 23d inst. The May dividend was 4 per cent.

The Nashua and Lowell Railroad Company has declared a dividend of \$4 per share, payable November 1 to stockholders of the 22d October.

The Michigan Southern and Northern Indiana Railroad Company pays the interest due Nov. 1, on the Michigan Southern sinking fund bonds, and on its first and second mortgage bonds.

The coupons due Nov. 1 on the extension bonds of the New Haven, New London and Stonington Railroad Company, will be paid at the office of M. Morgan & Son, No. 37 William-st.

The holders of the first mortgage bonds of the Madison and Indianapolis Railroad, who have assented to the agreement for re-organization and surrendered their bonds, can receive six months' interest on presentation of their certificates at the office of Winslow, Lanier & Co.

The coupons on bonds given by the City of Rock Island to the C. & R. I. R. R. Co., due 1st November, will be paid on presentation at the office of the City Treasurer, at the Rock Island Bank, in said city.

The coupons of the 2d mortgage bonds of the Central Railroad of New Jersey maturing Nov. 1, will be paid on presentation at the office of the Treasurer, 69 Wall-st.

We learn that the Terre Haute and Alton Railroad Company contemplate resuming interest payment on the first mortgage bonds in a week or so. The earnings of the line for the present month promise an increase some \$25,000 to \$30,000 on October of last year.

The Illinois Central Road has received for lands this month \$125,000, and has canceled \$55,000 bonds. Of the \$125,000 there is devoted to interest \$75,000.

The Missouri State Convention, just adjourned, has authorized an issue of bonds to the amount of \$1,000,000, carrying 7 per cent. and payable in ten years—the interest to be provided for by setting aside specially for its payment \$70,000 from the State revenue yearly. It has also authorized the creation of Auditor's warrants to the amount of \$1,000,000, in sums of \$5, \$10, \$20, \$50, \$500 and \$1,000. These warrants are payable for military services or supplies, and are made receivable for taxes to the State. The State stock in the banks is pledged for the re-payment of so much of it as shall remain out after next year. The bonds of this scrip are issued to provide means to defend the State.

The survey of the railroad between Madison and Portage, Wis., has been finished. There are 14 miles of the road ready for the ties, equal to two-fifths of the whole line, 35 1/2 miles.

The Rockport (extension) Railroad is now completed from Gloucester to Rockport. The cars will begin their regular trips about the first of November.

Pittsburg, Fort Wayne and Chicago Railroad.

This road was sold at Cleveland, on the 24th ult, by order of the court, pursuant to a plan for the re-organization of the company, upon the following terms: Three different mortgages are to be created—the first for \$5,250,000, for the bonds secured by which, the first mortgage bondholders of the original companies agree to exchange their bonds, with their coupons, at their nominal value; the new bonds to bear interest from January 1, 1862, at the rate of 7 per cent. payable semi-annually, in six classes—one class on the first of each month. The principal redeemable July 1st 1911, and after July 1, 1866, at the option of the company. These bonds may be converted into 6 per cent. bonds, irredeemable except by the operation of a sinking fund of 1 per cent., till \$2,500,000 are redeemed. The holders of these bonds are entitled to vote at meetings of stockholders at the rate of one vote for \$200 par value of said bonds.

2nd Mortgage bonds, \$5,100,000. These bonds are to bear interest after April 1st, 1862, and contain the same provisions as the first mortgage bonds in reference to the rate of interest, to their redemption and conversion into irredeemable bonds, and also in reference to voting at the meeting of the stockholders. A further clause provides that in case of sale of the road under this mortgage, bonds to the amount of \$400,000 shall have preference as to payment. For this class of bonds are to be exchanged the second mortgage bonds and income bonds of the Ohio and Pennsylvania Company; the second and third mortgage bonds of the Ohio and Indiana, and the construction bonds of the Pittsburg, Ft. Wayne and Chicago Company, that matured previous to Oct. 1, 1859, with unpaid interest accruing before Oct. 1, 1859. The interest accruing after this date to be converted into 3rd mortgage bonds.

The holders of the second mortgage bonds of the Ohio and Indiana Railroad Company are to be entitled to receive for their bonds, that class of the second mortgage bonds having preference of payment as aforesaid, for the reason that the lien created by the two mortgages on this section of the road does not much exceed, per mile, the first mortgage on other portions of it.

3d Mortgage bonds \$2,000,000. These bonds entitle the holder to interest at the rate of 7 per cent. after the first day of April, 1862, out of such balance of net earnings as may remain after paying the interest and sinking funds previously provided, and maintaining the road. The holders are entitled to cast one vote for every hundred dollars held by them.

The real estate bonds of the Fort Wayne and Chicago, and the Pittsburg, Fort Wayne and Chicago Railroad to be exchanged with this company at their par value into the 3d mortgage bonds. All debts not included in the foregoing classes, are to be exchanged for an equal amount of 3d mortgage bonds.

Share Capital. The share capital of the new company is limited to \$6,500,000, for which the stock in the old company may be exchanged at its par value. The dividends on the stock are limited to 6 per cent.—the surplus remaining to be paid to the sinking fund for the redemption of the first mortgage bonds.

Erie Railway.

This company is making steady progress in placing its affairs upon firm ground. No arrears of interest remain upon the 1st, 2d or 3d mortgage. The interest on the 4th is advertised to be paid on the 1st proximo. That on the 5th will undoubtedly be paid on the first of December, when it falls due. The affairs of the old company are to be wound up during the year, and the new company commence its actual existence with the beginning of the new one, without any liabilities but its funded debt, which will stand as follows:

1st mortgage	\$3,000,000
2nd mortgage	4,000,000
3d mortgage	6,000,000
4th mortgage	4,900,000
5th mortgage	1,792,500

Total.....\$19,692,500

The accruing interest on this sum will be \$1,378,485. The net earnings for 1860 exceeded this sum by \$448,921—the gross earnings being \$5,180,316—net \$1,827,406. The ratio of net to gross earnings was 35.4 per cent. We have the gross earnings for the present year, but not the net—the accounts of the company not being yet made up. The former, by months, have been as follows:

	1860-61.		1859-60.
October	\$587,242	October	\$473,774
November	561,448	November	499,426
December	412,722	December	409,131
January	407,949	January	336,390
February	391,100	February	303,279
March	454,237	March	426,470
April	544,511	April	462,815
May	507,480	May	419,991
June	429,757	June	401,560
July	377,907	July	371,256
August	418,674	August	477,883
September	519,579	September	598,341
Total	\$5,612,606	Total	\$5,180,316
Increase	\$432,290		

Assuming a similar ratio for expenses for 1861, as for 1860, the net for the former year will be \$1,986,862. Deducting from this sum the accruing interest, there would be left \$608,377, for the preferred shares. These cannot exceed \$8,000,000, and call for \$560,000 annually. This statement is correct in all but the estimates for expenses for 1861, which are assumed to have been at the same rate as for 1860. This estimate cannot be far out of the way. It shows that the net earnings for the year have exceeded by \$44,377, the interest on the debt of the company and a sum equal to dividends at the rate of 7 per cent. on the preferred stock. The company will enter the new year with greatly increased facilities for business, and with the prospect of much larger earnings for 1862 than for 1861.

One cause of the previous embarrassments of the company was the construction of the Long Dock, the greater portion of which is owned

by it. This is a very valuable property as is shown by the fact that 104 is offered for the stock of this company held by individuals; the par value being 100. This property has an extensive front on the North River, and a large area of land in Jersey City, opposite New York. The site occupied then is the best possible for the traffic of the company, having great depth of water, and never obstructed by ice.

Erie and North-East and Buffalo and State Line Railroads.

The Erie and North-East railroad is 19.50 miles in length, extending from Erie, Pa., to the New York State line. The company was chartered April 22, 1842. The work of construction was commenced in 1849, and completed January 19, 1852. It was built with a gauge of 6 feet in expectation that the Buffalo and State Line railroad company would adopt a similar one. That company adopted the Ohio gauge of 4 feet 10 inches. To remedy the inconvenience of a break of gauge, the two companies agreed to make it uniform from Buffalo, adopting the Ohio gauge, and to run both roads as one line, and to pay the same rate of dividends to the stockholders of each—in effect to consolidate the two roads. It was the carrying out of this agreement that led to the Erie riots, in which a portion of the track of this road was destroyed, and the running of the road for a time interrupted. The matter was finally compromised by a subscription on the part of this company of \$400,000 to the capital stock of the Erie and Pittsburg railroad; and by the subscription on the part of the Cleveland and Erie railroad company of \$500,000 to the capital stock of the Sunbury (now Philadelphia) and Erie railroad—the Legislature of Pennsylvania confirming upon these conditions, the rights of the two companies to the chartered privileges claimed by them. In 1857, an act was passed by the Legislature of New York, authorizing the Buffalo and State Line railroad company to lease or purchase the Erie and North-East railroad by exchange of stock or lands. Under this act, nearly all the capital stock of the latter has been exchanged for that of the former. Bonds have also been exchanged to the amount of \$149,000.

The capital stock authorized and paid in was \$600,000. The funded debt consists of \$400,000 first mortgage 7 per cent. coupon bonds, dated June 1, 1857, and payable, principal June 1, 1870, and coupons semi annually in New York. Cost of road and equipment, \$700,000.

Its earnings and expenses are embraced in those of the Buffalo and State Line railroad. The same dividends have been paid by the two companies.

The Buffalo and State Line railroad is 68.34 miles in length, extending from the New York State Line to Buffalo. The company was organized under the General Railroad Law, and filed articles of association October 13, 1849. The work of construction was commenced in July, 1850, and completed February 22, 1852.

The capital stock authorized is \$2,000,000, of which \$1,950,950 has been paid in. The funded debt of the company amounts to \$1,049,000, viz: \$500,000 first mortgage 7 per cent. coupon bonds, dated October 1, 1851, and payable October 1, 1866; \$200,000 Income 7 per cent. bonds, dated April 1, 1852, and payable one-half April 1, 1859,

and one-half April 1, 1862; \$200,000 unsecured 7 per cent. bonds, dated October 1, 1852, and payable July 1, 1864; \$80,000 E. & N. E. Exchange 7 per cent. bonds, dated January 1, 1857, and payable June 1, 1870; \$69,000 E. & N. E. Exchange 7 per cent. bonds, dated January 1, 1858, and payable January 1, 1861. The coupons and interest on all the bonds are payable semi-annually in New York.

The floating debt of the company amounts to \$27,545 71. The total cost of road and equipment has been \$2,788,384 06. The income account for the year ending November 30, 1860, is as follows:

Receipts from passengers	\$396,553 57
" freight	500,666 30
" mails	13,800 00
" rents	5,252 97
" other sources	781 78
	\$917,054 62
Paid transportation expenses	\$412 972 78
" interest	100,834 96
" dividends, two of 5 per cent. each	216,000 00
Balance	187,246 88
	\$917,054 12

The equipment of the road consists of 25 locomotives; 22 first class, 12 second class and emigrant, 8 baggage, mail and express, and 307 freight cars.

The length of road operated is 87.84 miles. The number of miles run by passenger trains has been 157,251, by freight trains, 160,599. Number of passengers carried in the cars, 255,209; number carried one mile, 15,648,972. Tons of freight carried, 343,761; tons carried one mile, 16,577,071.

The following is a statement of the cost, length, earnings, and dividends paid, from the opening of the road to the present time.

Year.	Cost.	Length.	Gross earnings.	Expenses.	Net earnings.	Dividends.	Per cent.
1852 ..	\$1,921,270	68.34	\$134,306	\$66,319	\$67,987	\$134,805	12
1853 ..	2,220,591	68.34	395,439	154,045	241,394	120,000	10
1854 ..	2,343,849	67.84	607,618	242,764	264,854	130,000	10
1855 ..	2,494,364	67.84	679,760	323,987	355,763	130,000	10
1856 ..	2,689,787	67.84	800,115	474,171	325,944	130,000	10
1857 ..	2,739,936	67.84	860,408	640,106	220,302	143,000	11
1858 ..	2,772,987	67.84	840,116	480,507	359,609	108,000	6
1859 ..	2,779,994	67.84	848,242	429,939	418,304	216,000	10
1860 ..	2,788,384	67.84	911,019	412,973	498,046	216,000	10

* Included in dividends of 1863.

The company publish no reports other than those made to the Legislature of the State. The surplus earnings over dividends have been expended in perfecting the road.

The above statement is for nine years; during which time the gross earnings have amounted to \$5,967,018, or an average of \$663,001 per annum. The aggregate expenses have been \$3,225,811, or

an average of \$358,423. The net earnings, \$2,742,203, or an average of \$304,689. The dividends declared have amounted to 79 per cent, an average of 8.8 per cent. The amount disbursed in dividends has been \$1,197,805, a yearly average of \$133,089. The average length of road operated has been 83½ miles, and the average cost \$2,516,907.

New York, Providence & Boston Railroad.

The receipts of this Company for the year ending 31st August, 1861, have been as follows:

Through passage	\$86,505 84
Local do.	62,966 18
	\$149,472 02
Receipts from New Haven, New London, and Stonington Extension Railroad	27,693 48
Through freight	\$61,090 65
Local do.	27,179 31
	88,269 96
Mail service	\$7,621 66
Balance due last year	3,548 44
	\$11,170 10
Less amount due by P. O. Department	1,347 14
	9,812 96
	\$275,248 42
Interest on deposits	865 04
From sale of real estate	400 00
Balance, August 31, 1860	38,959 56
	\$315,473 02

The expenditures have been:

General expenses, salaries, wages, oil, etc.	\$72,958 28
Fuel	21,040 56
Repairs of road	48,530 45
" cars	9,833 06
" repairs of engines	15,857 54
" bridges and depots	5,121 69
New cars	5,602 06
New engines	17,411 88
New machine shop	4,203 07
Paid unclaimed interest on bonds	615 00
Paid interest on 6 per cent. bonds	16,290 00
Dividends, November, 1860, and July, 1861	\$67,846 14
Dividends unclaimed	323 34
	67,522 80
Paid unclaimed dividends	572 50
New Haven, New London, and Stonington Extension Railroad	2,941 40
Newport Connection	506 96
Balance in cash	26,965 77
	\$315,473 02

The number of passengers carried over the road during the past two years, is as follows:

	1860.	1861.	Decrease.
Through passengers ..	117,213	109,151	8,062
Local do.	100,713	93,822	6,891

The amount of freight transported over the road the past two years is as follows:

	1860.	1861.	Decrease.
Through freight ..	75,874,000	66,105,000	9,769,000
Local do.	21,376,000	16,230,000	5,146,000

The receipts of the year were	\$275,248 42
Am't due for transportation of troops	5,000 00
Am't due by Post Office Department	1,357 14
	\$281,605 56

Expenditures—

Expenses 61 per cent.	\$172,841 58
New engines and cars ...	23,113 94
New machine shop at Providence	4,203 07
	200,158 59

Net earnings

The receipts of last year were

Expenditures—	
Expenses of last year	\$172,819 79
New equipments	15,209 44
	187,529 23
	\$129,637 49

The indebtedness of the Company on the 31st of August last was as follows:

Six per cent. bonds	\$276,400 00
Amount due but not presented	300 00
	\$276,700 00

The total earnings of the Extension Railroad for the year was \$31,398 00.

On the 17th September last the steamboat terminus of the road was removed to Groton, where the improved facilities for landing of boats and passengers, and for the receipt and discharge of freight, must result in improving the business of the road. The connection of the road with the N. H., N. L. & Ston. R. R., by means of the extension to Groton, proves to be quite as advantageous as was anticipated, and as it becomes more generally known will become a favorite day route to Boston.

On the first of August, 1860, the Post Office Department adjudicated to the Shore Line the night through mail to Boston, which is deemed of much future value to the road.

The road has received extensive repairs. Twelve miles of track have been relaid with additional ties, and nine miles graveled, with six to ten inches of gravel.

There have been 23,849 new ties laid down, 8,911 rails repaired at the Company's shop, 365 tons new rails laid, and 35 tons laid in lengthening and making turn-outs. The old car house taken down at Stonington and rebuilt at Groton; an engine house built at Greenwich; also, a commodious brick machine and repair shop built at Providence, and stocked with the necessary tools for repairing engines.

Two new first-class locomotives, coal burners, have been purchased. Another has been entirely rebuilt and altered to a coal burner, and is made fully equal to a new engine. A third has been repaired and altered, making eight coal burners in all, five of which may be called new.

Five new eight wheel freight cars have been purchased, and one eight wheel baggage and smoking car built.

The machinery and rolling stock is therefore very complete, requiring no very important additions or repairs.

There were 275,000 miles run the past year, being 33,000 miles more than the previous year; of which 65,000 were run with wood, at a cost of 10½ cents, and 210,000 with coal, at a cost of 8 cents per mile—all heavy trains being run with coal.

The Company has no floating debt, or construction account open.

The office of the Company is at Stonington, Ct. The directors and officers are:

President—JAMES I. DAY.
Directors—James I. Day, Matthew Morgan, Thomas Tileston, Samuel D. Babcock, Daniel Drew, Hamilton Blydenburgh, William F. Cary, Samuel Sloan, Nathan F. Dixon.
Superintendent—A. S. MATHEWS.
Treasurer—FRANCIS AMY.
Secretary—WILLIAM R. PALMER.

AMERICAN RAILROAD BOND LIST.

* signifies that the road is in the hands of receivers. (t) that the company is in default in its interest. "S. F.," Sinking Fund. "var.," that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.	Description.	Amount.	Interest.	Due.	Price.	Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:					Cincinnati, Hamilton and Dayton:					*Great Western, Ill.:				
Mortgage	\$300,000	7	1887	---	1st Mortgage	\$406,000	7	1887	100	1st Mortgage (W. Div. 100 m.)	\$1,041,000	10	---	---
Convert. (guar. by Dir.)	150,000	7	1883	---	2d Mortgage	950,000	7	1880	86	1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	---	---
Alabama and Miss. Rivers:					*Cincinnati, Wilm. and Zanesville:					Old Sang. and Morg. Railroad	41,000	---	---	---
State (Ala.) Loan	123,171	7	---	---	1st Mortgage	1,300,000	7	1869	---	2d Mortgage	323,000	---	---	---
Mortgage	109,500	7	---	---	2d Mortgage	574,000	7	---	---	Chattel (Equipment) Mortgage	374,426	---	---	---
Alabama and Tenn. Rivers:					3d Mortgage	158,000	7	---	---	Hannibal and St. Joseph:				
1st Mortgage convertible	833,000	7	1872	---	Income	250,500	7	---	---	Missouri State Loan (1st Lien)	3,000,000	6	---	29
2d Mortgage	225,705	8	1864	---	Tunnel Right	1,000,000	7	---	---	Land Security	5,000,000	7	1881	26
Albany, Vt. and Canada:					Cleveland and Mahoning:					Mortgage (convertible)	1,360,000	7	1883	---
1st Mortgage	500,000	7	1867	---	1st Mortgage	850,000	7	---	---	Mortgage (not convertible)	1,200,000	7	1889	---
Albany and West Stockbridge:					2d Mortgage	469,000	7	---	---	Harrisburg and Lancaster:				
Albany City (S. F.)	1,000,000	6	'66-'70	---	3d Mortgage	344,100	8	---	---	New Dollar Bonds	661,000	6	1883	93
Androscoggin and Kennebec:					Clev., Painesville and Ashtabula:					Hartford and New Haven:				
Million Dollar Loan	468,600	6	'61-'64	70	1st Mortgage	564,000	7	1861	99	1st Mortgage	927,000	6	1873	99
\$1,100,000 Loan	536,100	6	1890	79	2d Mortgage	303,000	7	1862	---	Housatonic:				
Stock, convert. (Coupon)	710,000	6	'63-'66	---	Special (Sunbury and Erie)	500,000	7	1874	---	1st Mortgage	170,000	6	1877	---
Atlantic and St. Lawrence:					Convertible Scrip	300,000	7	1880	---	Houston and Texas Central:				
Dollar Bonds (Coupon)	988,000	6	1866	---	Cleveland and Pittsburgh:					State (1st Lien) Loan	210,000	---	---	---
Sterling Bonds (Coupon)	484,000	6	1878	97	1st Mortgage (Main Line)	800,000	7	1860	73	Mortgage	125,000	7	1860	---
City of Portland Loan (Coup.)	1,600,000	6	'68-'70	---	2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	64	Hudson River:				
Baltimore and Ohio:					3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	---	1st Mortgage	4,000,000	7	'69-'70	104
Maryland Sterling	3,000,000	5	1838	---	4th Mort. (M. L.) or 3d Extension	1,154,000	7	---	---	2d Mortgage	2,000,000	7	1860	96
Mortgage Coupon	700,000	6	1880	68	Clev., Columbus and Cin.					3d Mortgage	1,840,000	7	1875	82
"	1,128,500	6	1875	70	1st Mortgage, Coupon	509,000	7	'64-'90	---	Convertible	1,002,000	7	1867	71
"	1,000,000	6	1867	75	Cleveland and Toledo					Illinois Central:				
"	6,000,000	6	1890	---	1st Mortgage	359,000	7	1867	65	Optional Right Scrip	38,000	7	1868	68
Balt. City Loan					2d Mortgage	263,000	7	1872	65	Construction	12,885,000	7	1875	83
Belleville and Ind. (1 Jan. '60):					3d Mortgage	268,000	7	1862	---	Construction	4,115,000	6	1875	88
1st Mortgage convertible	791,000	7	1866	55	4th Mortgage	621,000	7	1863	75	Debitures	42,740	7	---	---
2d Mortgage	157,000	7	1870	---	Tol., Nor. and Clev. 1st Mort.	293,300	7	1863	75	Indiana Central:				
Belvidere Delaware:					Tol., Nor. and Clev. 2d Mort.	44,500	7	1862	---	1st Mortgage (convertible)	600,000	7	1866	65
1st Mort. (guar. C. and A.)	1,000,000	6	1877	---	Income	126,500	7	1863	75	2d Mortgage	284,500	10	---	87
2d Mortgage (do.)	500,000	6	1885	---	C. and T. Income Mortgage	500,000	7	1864	---	Income	281,500	10	---	76
3d Mortgage (do.)	581,000	6	1877	---	C. and T. Income (convertible)	296,000	7	1864	---	Indianapolis and Cincinnati:				
Black River and Utica:					C. and T. Income (convertible)	158,610	7	1865	75	1st Mortgage	500,000	7	1866	80
1st Mortgage	370,000	7	1869	---	C. and T. Dividend (convert.)	42,000	7	1870	---	2d Mortgage	400,000	7	---	75
Boston, Concord and Montreal:					C. and T. Income (convertible)	1,175,000	7	1885	76	Real Estate Mortgage	200,000	7	1858	68
1st Mortgage	200,000	6	1870	---	Columbus and Xenia:					Ind., Pittsb. and Clev. (1 Jan. '60):				
2d Mortgage	300,000	7	1870	---	Dividend (due 1860, '61, '62, '66)	272,700	---	var.	92	1st Mortgage	650,500	7	1870	---
3d Mortgage Coupons	150,000	6	---	---	Mortgage	250,000	6	1878	---	2d Mortgage	314,000	7	---	---
4th Mortgage Coupons	200,000	7	---	---	Connecticut River:					Jeffersonville:				
Sinking Fund	200,000	6	---	---	Connecticut and Passump. Rivers:					1st Mortgage	280,000	7	1861	75
Boston and Lowell:					1st Mortgage	800,000	---	---	---	2d Mortgage	392,000	7	1873	70
Mortgage	440,000	6	1873	---	Cumberland Valley:					*Kennebec and Portland:				
Boston and Worcester:					1st Mortgage	116,500	---	---	---	1st Mortgage (City and Town)	800,000	6	1870	---
Mortgage (plain)	100,000	6	1860	---	2d Mortgage	97,000	---	---	---	2d Mortgage	230,000	6	1861	---
Mortgage (convertible)	500,000	6	1860	---	Dayton and Michigan (1 Ap. '60):					3d Mortgage	250,000	6	1862	---
Buffalo and State Line:					1st Mortgage	300,000	8	---	---	*Kentucky Centr. (Cov. and Lex.):				
1st Mortgage	500,000	7	1868	95	2d Mortgage	2,212,000	8	---	---	1st Mortgage	160,000	6	---	---
Income (1/2 in '59, 1/2 in '62)	200,000	7	var.	---	Dayton and Western:					2d Mortgage	260,000	7	---	---
Unsecured	200,000	7	1864	---	1st Mortgage	300,000	7	---	50	2d Mortgage (convertible)	1,000,000	7	---	---
Special Erie and North-East	149,000	7	---	---	2d Mortgage	---	7	---	40	3d Mortgage	600,000	7	---	---
Burlington and Missouri:					3d Mortgage	---	7	---	---	Guaranteed by Covington	200,000	6	---	---
1st Mort. on 1st Division	590,000	---	---	60	Delaware:					Cincinnati (exchanged)	100,000	6	---	---
Cairo and Fulton (Mo.):					1st Mortgage	500,000	---	---	80	City of Keokuk, 20 years	400,000	8	---	---
State (Mo.) Loan	650,000	6	'78-'79	---	Guaranteed	65,000	---	---	---	City of Keokuk, (special tax)	150,000	10	---	---
Camden and Amboy:					State Loan	170,000	---	---	---	Lee County, 20 years	150,000	8	---	---
Mortgage	367,000	6	1864	97	Delaware, Lackawanna and W'n:					Keokuk, Mt. Pleasant and Muscat.	150,000	8	---	---
Mort. (chgd from Sterl'g)	888,000	6	1864	97	1st Mortgage	900,000	---	1871	90	Lee County	150,000	8	---	---
Mortgage	800,000	6	1849	---	1st Mortgage (E. Extension)	1,500,000	---	1875	90	City of Keokuk	200,000	8	---	---
Mortgage	1,700,000	6	1875	84	2d Mortgage	2,600,000	---	1881	87	Henry and Louisa Company's	50,000	8	---	---
Sterling (\$210,000)	1,008,000	6	1864	---	Income (due 1862, '65 and '67)	265,416	---	var.	88	Lehigh Valley:				
Sterling (\$225,000)	1,080,000	6	1864	---	Detroit and Milwaukee:					1st Mortgage	1,500,000	6	---	90
New Loan (iss'd \$337,000)	2,500,000	6	1887	---	1st Mortgage (convertible)	2,500,000	7	1875	---	La Crosse and Milwaukee:				
*Catawissa:					2d Mortgage (convertible)	1,000,000	8	1866	---	1st Mortgage (Eastern Div.)	903,000	7	---	---
1st Mortgage	1,500,000	7	1865	82	3d Mortgage	750,000	10	1863	---	2d Mortgage (Eastern Div.)	1,000,000	7	---	---
Oayuga and Susquehanna:					4th Mortgage (G. W. R. R.)	500,000	8	---	---	1st Land Grant (Western Div.)	4,000,000	7	---	11
1st Mortgage	300,000	7	1865	---	Dubuque and Pacific:					2d Land Grant (Western Div.)	353,600	7	---	11
Central of Georgia:					New Construction	800,000	---	---	---	3d Mortgage (whole road)	1,700,000	7	---	---
Mortgage	86,067	7	1863	---	Dubuque Western:					Farm Mortgage	1,087,700	7	---	---
Central of New Jersey:					1st Mortgage	344,000	---	---	---	Unsecured Bonds	1,785,000	7	---	---
1st Mortgage	1,400,000	7	'65-'70	102	Eastern (Mass.):					Lexington and Frankfort:				
2d Mortgage	600,000	7	1875	102	Income (due \$75,000 annually)	300,000	6	var.	---	Mortgage, due 1864, '69 and '74	130,000	6	---	---
*Central Ohio:					2d Mortgage (convertible)	710,000	5	'62-'72	98	Little Miami:				
1st Mortgage	450,000	7	1861	62	3d Mortgage (convertible)	445,000	6	1874	101	Mortgage (Coupon)	1,300,000	6	1883	85
2d Mortgage	800,000	7	1864	43	1st M. (State) \$75,000 a yr after '65	500,000	5	var.	---	Long Island:				
3d Mortgage	800,000	7	1865	53	East Tennessee and Georgia:					1st Mortgage	500,000	6	1870	80
4th Mortgage (S. F.)	1,365,800	7	1876	---	State, 1st Mortgage	970,000	---	---	---	Extension Bonds	175,000	7	1890	---
Charleston and Savannah:					Endorsed by State of Tennessee	150,000	---	---	---	Louisville and Frankfort:				
1st Mortgage (endorsed)	510,000	6	---	---	Mortgage (ordinary)	790,688	---	---	---	Louisville Loan	174,000	---	---	---
2d Mortgage	1,000,000	7	---	---	East Tennessee and Virginia:					1st Mortgage	248,000	---	---	---
Cheshire:					State, 1st Lien	1,602,000	---	---	---	Louisville and Nashville:				
Mort. (1860, '63, '75 and '77)	786,400	7	var.	---	Endorsed by State of Tennessee	200,000	---	---	---	State (Tenn.), 1st Lien	300,000	6	---	---
Chicago, Burlington & Quincy:					1st Mortgage (after State)	100,000	---	---	---	1st Mortgage	2,000,000	7	---	---
Consolidated 1st Mort. (S. F.)	2,172,000	8	1883	93	Redeemable in Stock	66,950	---	---	---	Lebanon Branch 1st Mortgage	400,000	7	var.	---
Consolidated 2d Mort. (S. F.)	813,000	8	1890	93	Eaton and Hamilton:					Memphis Branch 1st Mortgage	500,000	7	var.	---
Chic. and Aur. 1st Mort.	399,000	7	1867	---	1st Mortgage	757,734	7	var.	---	McMinnville and Manchester:				
Chic. and Aur. 2d M. (S. F.)	303,000	7	1869	---	Erie and North-East:					State (Tenn.)	872,000	6	---	---
Cent. Mil. Tr. 1st Mort.	392,000	7	1864	---	Exchanged for Buff. and St. L.	149,000	---	---	---	Mortgage	24,000	7	---	---
Cent. M. T. 2d M. (Conv.)	245,000	8	1868	---	Florida:					Mortgage	10,000	6	---	---
Chicago, Alton and St. Louis:					Internal Improvement (State)	1,655,000	7	1891	---	Madison and Indianapolis:				
1st Mortgage	---	7	---	---	Free Land, 2d Mortgage	1,500,000	8	1891	---	Mortgage	600,000	7	1861	---
2d Mortgage	---	7	---	---	Florida and Alabama:					*Marietta and Cincinnati:				
3d Mortgage	---	7	---	---	Internal Improvement (State)	---	7	1891	---	1st Mortgage (convertible)	2,500,000	7	1868	---
Chicago and Milwaukee:					Free Land, 2d Mortgage	---	8	1891	---	2d Mortgage	2,000,000	7	---	---
1st Mortgage (convertible)	700,000	7	1874	70	Florida, Atlantic and Gulf Centr.					3d Mortgage	1,600,000	7	---	---
Real Estate	188,864	7	1868	---	Internal Improvement (State)	300,000	7	1891	---	Sterling Income	333,000	4	---	---
Chicago and Rock Island:					Free Land, 2d Mortgage	200,000	8	1891	---	Domestic	928,617	7	'69-'62	---
1st Mortgage	2,000,000	7	1870	94	Fox River Valley					Memphis and Charleston:				
Chicago and Northwestern:					1st Mortgage	400,000	7	---	---	State (Tenn.) Loan	1,100,000	6	1880	---
Sinking Fund Preferred	1,250,000	7	---	80	2d Mortgage	180,000	7	---	---	1st Mortgage	1,800,000	7	---	---
1st Mortgage	3,600,000	7	---	39	Galena and Chicago Union:					Memphis, Clarksv. and Louisv.:				

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.	Description.	Amount.	Interest.	Due.	Price.	Description.	Amount.	Interest.	Due.	Price.
Memphis and Ohio :					N. York, Providence and Boston :					Racine and Mississippi :				
State (Tenn.) Loan.....	\$1,340,000	6			1st Mortgage.....	\$331,000	6			1st Mortgage (Eastern Division)	\$680,000	8		
Michigan Central :					North Carolina :					1st Mortgage (Western Division)	757,000	8		
1st Mortgage Sterling.....	467,489	6	1872	90	State Loan.....	2,000,000	6			Raleigh and Gaston :				
1st Mortgage S. F. (convertible).....	500,000	8	1869	95	State Loan.....	1,000,000	6			Coupon.....	100,000		1882	
1st Mortgage (unconvertible).....	250,000	8	1860	96	North-Eastern (S. C.) :					Rensselaer and Saratoga :				
1st Mortgage (convert.) Dollar.....	2,598,000	8	1869	95	1st Mortgage.....	700,000				1st Mortgage.....		7	1863	
1st Mortgage (S. F.) convertible	4,153,000	8	1882	92	2d Mortgage.....	224,500				Richmond and Danville :				
Mich. Southern and N'n Indiana :					Real Estate.....	35,910				State (Va.) Loan (34 years).....	600,000	6	var.	
Michigan Southern.....	991,000	7	1860	85	Northern Central :					Guaranteed by State.....	200,000	7	1875	91
Northern Indiana.....	985,000	7	1861	82½	Balt. and Susq. R. R. (Coupons)	150,000	6	1866		Mortgage (Coupon).....	250,000	7	1859	
Erie and Kalamazoo.....	300,000	7	1861		Md. State Loan (B. and Susq.)	150,000	6			Registered.....	150,000	7	1860	
Michigan Southern.....	67,000	7	1863	90	York and Cumberland 1st Mort.	175,000	6	1870		Richmond, Fred. and Potomac :				
Northern Indiana.....	123,000	7	1863	81	York and Cumberland 2d Mort.	25,000	6	1871		Sterling (£267,000).....	324,006	6	1860	
Jackson Branch.....	130,000	7	1863	88	York and C. guar. by Baltimore	500,000	6	1877		Richmond and Petersburg :				
Goshen Air Line.....	1,168,000	7	1868	85	N. C. Contract.....	292,300	6	1875		Coupon.....	159,000		1875	
Detroit and Toledo.....	611,000	7	1876		Construction.....	2,086,500	6	1885	45½	*Rutland and Burlington :				
General Mortgage (S. F.).....	2,466,000	7	1885	81	Northern (Ogdensburg) :					1st Mortgage.....	1,800,000	7	1863	
2d Mortgage.....	2,850,000	7	1877	61	1st Mortgage.....	1,494,000	7½	1859		2d Mortgage.....	987,540	7	1863	
*Milwaukee and Beloit :					2d Mortgage.....	3,077,000	7½	1861		3d Mortgage.....	435,050	7	1863	
1st Mortgage.....	630,000	8			North Missouri :					Sacramento Valley :				
Milwaukee and Chicago :					State Loan (30 years).....	4,350,000	6			1st Mortgage.....	400,000	10	1875	
1st Mortgage.....	400,000	8			North Pennsylvania :					2d Mortgage.....	329,000	10	1881	
2d Mortgage.....	200,000	7			Mortgage.....	2,500,000	6	1875	54	Sandusky, Dayton and Cincinnati :				
*Milwaukee and Horicon :					Chattelet Mortgage.....	350,000	10		70	Mortgage.....	125,000	10	1866	
1st Mortgage.....	420,000	8			Northern (N. H.) :					Mortgage.....	997,000	7	1866	
2d Mortgage.....	600,000	8			Mortgage (due 1860, '64 and '74)	219,500		var.		Mortgage.....	1,000,000	7	1876	
Milwaukee and Prairie du Chien :					Norwich and Worcester :					Sandusky, Mansfield and Newark :				
1st Mortgage (Coupon).....	2,556,000	7	1891	81	Mass. State Loan.....	400,000	6	1877		1st Mortgage.....	1,290,000	7	1866	
Mississippi Central :					Mortgage.....	205,800	6	1860		Saratoga and Whitehall :				
1st Mortgage.....	1,007,363	7			Ohio and Mississippi (O. and Ind.) :					1st Mortgage.....	250,000	7½	1868	
Mississippi Central and Tenn. :					1st Mortgage.....	2,193,500	7	1868		1st Mortgage (R. and W. Br.)	100,000	7½	1866	
State (Tenn.) Loan.....	529,000	6			2d Mortgage.....	316,995	7			Seaboard and Roanoke :				
Mississippi and Missouri :					Construction.....	4,637,920	7	1868	17	1st Mortgage.....	300,000	7	1860	
1st Mortgage (convertible).....	1,000,000	7			Income.....	3,691,185	7	1868		2d Mortgage.....	75,000	7	1870	
2d Mortgage (S. F.).....	400,000	8			Orange and Alexandria :					3d Mortgage.....	60,000	7	1866	
Oakalosa Division.....	1,425,000	7			1st Mortgage.....	400,000	6	1866		Dividend Bonds.....				
Land Grant.....	7,000,000	7			2d Mortgage or 1st Extension.....	1,300,000	6	1875	81	South Carolina :				
Mississippi and Tennessee :					2d Extension Mortgage.....	600,000	8	1873	82½	State Loan.....	187,000	6	1868	
Tennessee State Loan.....	98,000	6	1885		Pacific (Mo.) :					Sterling.....	183,333	6	1863	
Mississippi State Loan.....	202,799	6			State (Mo.) Loan.....	7,000,000	6			Sterling.....	2,000,000	6	1866	
1st Mortgage.....	171,000	7	1876		State Loan (S. W. Branch).....	2,800,000	6			Southern Mississippi :				
Mobile and Ohio :					Construction.....	4,500,000	6			1st Mortgage.....	500,000			
City (Mobile) Tax Loan.....	400,000	6			Panama :					South-Western (Ga.) :				
Tennessee State Loan.....	674,860	6			1st Mortgage Sterling.....	1,250,000	7	1866	100	1st Mortgage.....	631,000		1875	
Alabama State Loan.....	389,410	6			2d Mortgage Sterling.....	1,216,000	7	1872		*Springfield, Mt. Vern. and Pittsb. :				
Income.....	1,508,070	8	61-67		Pennsylvania :					1st Mortgage (convertible).....	500,000			
Sterling.....	878,035	6	1883		1st Mortgage (convertible).....	4,905,000	6	1888	93½	2d Mortgage.....	450,000			
Mississippi State Loan.....	200,970	6			2d Mortgage.....	2,319,000	6	1875	82	3d Mortgage.....	1,500,000	7	1870	
Montgomery and West Point :					2d Mortgage Sterling.....	1,957,440	6	1875		1st Mortgage.....	900,000	7	1866	
Alabama State Loan.....	122,622				State Works Bonds.....	7,200,000	6		75½	*St. Louis, Alton and Chicago :				
Mortgage (due 1860, '63 and '66).....	350,000	6	var.		Pennsylvania Coal Company :					1st Mortgage.....	2,000,000	7½		
Mortgage.....	450,000	8	1866		1st Mortgage.....	600,000	7	1861		2d Mortgage.....	1,535,000	7½		
Muscogee :					2d Mortgage.....					3d Mortgage (Income).....	1,000,000	10½		
1st Mortgage.....	249,000	7			Penobscot and Kennebec :					St. Louis and Iron Mountain :				
Nashville and Chattanooga :					Bangor City 1st Mortg. (Coupon)	780,000	6	74-75		State (Mo.) Aid.....	2,501,000			
Mortgage (State endorsed).....	1,500,000				2d Mortgage (Coupon).....	288,800	6	1876		St. Louis City Subscription.....	500,000			
Chat. and Clev. Subse. (endora).....	231,900				3d Mortgage (Coupon).....	156,600	6	1871		St. Louis County Subscription.....	1,000,000			
*New Albany and Salem :					Peoria and Oquawka :					Sanbury and Erie.....				
Crawfordsville.....	175,000	7			1st Mortg. (W. Ext.) convertible.....	500,000	8	1862		Mortgage.....	1,000,000	7	1877	
1st Mortgage.....	500,000	10			1st Mortg. (E. Ext.) convertible.....	500,000	8	1873		Mortgage (half to State).....	7,000,000	6	75-78	
2d Mortgage.....	2,235,000	6			Petersburg :					Syracuse, Binghamton and N. Y. :				
N. Hav., N. Lond. and Ston'ton :					Mortgage (due 1863 to 1872).....	103,000	7	var.		1st Mortgage Coupon.....	1,400,000	7	1870	
Mortgage.....	450,000	7			Petersburg and Lynchburg (S. Side) :					Terre Haute, Alton and St. Louis :				
Extension.....	100,000	10			State (Va.) Loan (S. F.).....	800,000	7			1st Mortgage (convertible).....	1,000,000	7½	62-72	60
New Haven and Northampton :					1st Mortgage (1859-70-75).....	365,000	6	var.		2d Mortgage (convertible).....	2,000,000	7½	68-70	18
1st Mortgage.....	500,000		1869		3d Mortgage (1862-70-72).....	378,000	6	var.		1st Mortgage (Bel. and Ill.).....	517,000	7½	1873	
New Jersey :					Special Mortgage (1865-68).....	175,000	6	var.		2d Mortgage (Bel. and Ill.).....	494,000	7½	1869	
Company's (various).....	711,000		var.	102½	Last Mortgage (1861 to 1869).....	133,500	8	var.		3d Mortgage (Bel. and Ill.).....	503,000	10½	1874	
New London, William, and Palmer :					Phila. Germant'n and Norrist'n :					Tennessee and Alabama :				
1st Mortgage.....	500,000	7½			Consolidated Loan.....	274,800				State (Tenn.) Loan.....	814,000			
2d Mortgage.....	300,000	6½			Loan of 1842.....	100,000				Terre Haute and Richmond :				
N. Or'n's, Jackson and Gt. North :					Philadelphia and Reading :					1st Mortgage (convertible).....	230,000	7	1866	
State (Miss.) Loan.....	255,000	5	63-74½		Mortgage (S. F.).....	436,800	5	1867	91½	Toledo, Wabash and Western :				
1st Mortgage Coupon.....	2,665,000	8	1886		Mortgage (S. F.).....	192,000	5	1860	88	1st M. (L. Er. Wab. and St. Louis)	2,500,000	7½	1866	70
N. Or'n's, Opelous, and Gt. West :					Mortgage (S. F.).....	2,672,300	6	1880	88	2d M. (L. Er. Wab. and St. Louis)	1,000,000	7½	1869	40
Louisiana State Loan.....	641,000	6			Mortgage (convertible).....	3,103,000	6	1870	79	3d M. (L. Er. Wab. and St. Louis)	1,347,600	7½	1891	
New Orleans City Subscription.....	1,500,000	5			Lebanon Valley R. R. (convert.)	3,586,500	6	1886	70½	1st Mortgage (Toledo and Ill.).....	900,000	7½	1865	62
1st Mortgage (S. F.).....	566,000	8	1889		Phila. Wilmington and Baltimore :					*Vermont Central :				
New York Central :					Mortgage Loan.....	2,300,000	6	1884		1st Mortgage Coupon.....	2,000,000	7	1861	17½
Albany Loan—Alb. and Sch'dy.....	127,000	5	1864	100½	Improvement.....	119,000	6	1863		2d Mortgage Coupon.....	1,136,000	7	1867	1½
State Loan—Sch'dy and Troy.....	100,000	6	1867	92	Pittsburg and Connellsville :					Virginia Central :				
State Loan—Rochester and Syr.....	77,382	5½	1861		Pittsburg Subscription.....	500,000				Mort., guaranteed by State of Va.	100,000	6	1880	85
State Loan—Roch., L. and N. F.....	298,000	7	1861	100	Alleghany Co. ".....	750,000				Mortgage (coupons).....	198,000	6	1872	82½
Stock Subscription.....	785,000	6	1883	92	Connellsville ".....	100,000				Mortgage (coupons).....	926,000	6	1884	
Premium Consolidated Stock.....	7,745,000	6	1883	92	McKeesport ".....	100,000				Virginia and Tennessee :				
Real Estate.....	221,000	6	1883	92	Baltimore Loan.....	1,000,000		1886		State (Va.) Loan.....	1,000,000	6	1887	
New Convertible.....	3,000,000	7	1884	100½	Cumberland Subscription.....	200,000				1st Mortgage.....	500,000	6	1872	85
*New York and Erie :					1st Mortgage (Turtle Cr. Div.).....	400,000	7	1890		2d or Enlarged Mortgage.....	1,000,000	6	1884	81
1st Mortgage.....	3,000,000	7	1867	103	*Pittsburg, Ft. Wayne and Chicago :					Balt Works Br. Mort. due '69-'61	203,000	6	var.	
2d Mortgage.....	4,000,000	7	1864	99	1st Mortgage (O. and P.).....	1,000,000	7	1865		Warren (N. J.) :				
3d Mortgage (convertible).....	6,000,000	7	1883	84	2d Mortgage (O. and P.).....	750,000	7	1866		1st Mortgage.....	568,500	7	1875	
4th Mortgage (convertible).....	3,729,000	7	1880	70½	Income (O. and P.).....	1,938,000	7	1873	62½	Watertown and Rome :				
5th Mortgage.....	1,277,000	7	1883	70	Bridge (O. and P.).....	207,000	7	1876		Mortgage (new bonds).....	800,000	7	1880	
Unsecured (convertible).....	2,618,000	7	1871	60	1st Mortgage (O. and I.).....	1,000,000	7	1872		Western (Mass.) :				
Unsecured (convertible).....	2,443,000	7	1862	55	2d Mortgage (O. and I.).....	380,000	7	1873		Sterling (\$289,900).....	4,319,520	5	68-71	
Sinking Fund.....	2,193,000	7	1875	58	1st Mortgage (F. W. and Chic.).....	1,250,000	7	1873		Williamsport and Elmira.....				
*New York and Harlem :					Real Estate (F. W. and Chic.).....	498,000	7	1874		1st Mortgage.....	1,000,000	7	1890	55
1st Mortgage.....	2,950,000	7	1873	90½	Mortgage, Consolidated Comp'y	2,064,000	7	1887		Wilmington and Manchester :				
2d Mortgage.....	1,000,000	7	1864	92	Pittsburg and Steubenville :					1st Mortgage.....	590,000	7	1866	70
3d Mortgage.....	862,300	7	1867	83	Mortgage.....	800,000	7	1865		2d Mortgage.....	200,000	7	1872	
New York and New Haven :	</													

(From the Journal of the Franklin Institute.)

Civil Engineering.

Bridge over the Teiss, and Tubular Foundations.

By M. CÉZANNE, Engineer des Ponts et Chaussées. Translated by J. BENNETT.

(Continued from p. 694.)

A short notice of a Pneumatic Pile Bridge across the Savannah River.

I am indebted to my friend C. C. Martin for the following sketch of his experience in pneumatic pile-driving. After the completion of the Brooklyn Water Works, during which Mr. Martin was connected with me in the construction of the dams and preparation of the ponds of that work, he took charge of the pneumatic pile bridge across the Savannah River, where he prosecuted the work successfully, until interrupted by the war of the Rebellion.

The Savannah River Bridge is to be on the line of the Charleston and Savannah Railroad, about 16 miles from the latter city; when completed, it will consist of six fixed spans, and a swing bridge, with an aggregate length of 900 feet.

The two abutments and seven piers are to consist of pneumatic piles; the abutments and four piers to be of two piles each; the piers at the end of the swing bridge to consist of four cylinders each, and the pivot pier of five. The cylinders are cast in sections 9 feet in length, and 6 ft. outside diameter, with 2 inches thickness of metal; the lower section of each column is cast or turned with a bevel edge, as shown,



in order that it may offer the least possible resistance as it descends; the upper end of this section, and both ends of the others, have a flange on the inside 3" wide and 2" thick, through which are forty holes 1 inch in diameter, to admit bolts for joining the sections together. The ends of each section were turned in a lathe, so as to be parallel, and thus insure the straightness of the cylinder, though composed of several sections. The cylinders were cast and fitted up by the Trenton Locomotive and Machine Manufacturing Company, of Trenton, N. J., and are certainly monuments of mechanical skill, and do great credit to the manufacturers.

Apparatus.—The apparatus for sinking these piles consists of a large flat boat, upon which is placed a 16 h. p. steam engine, and two double-acting air-pumps; a hoisting apparatus, consisting of a drum driven by the engine, sheer poles, blocks and falls.

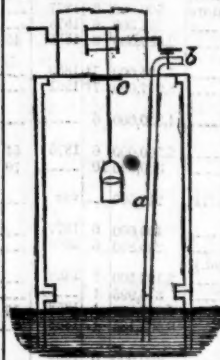
The Savannah River at this point has a velocity of about four miles per hour; the tide rises and falls about three feet. The river bottom is composed of clean river sand for a depth of 20 feet, when a strata of coarse clean gravel is found, about 2 feet thick; below this is a stratum of blue material, composed of sand and clay, very compact. The water in the river is always charged with yellow clay, from the interior, so that it is impossible to see beneath the surface; the depth varies from 2 or 3 feet at the shore to 16 feet at the middle.

Process of Sinking the Cylinders.—Two sections of cylinder were bolted together, the joint being made air-tight with white lead; both were lifted together and suspended while the "Flat" was being hauled into position by watch tackle running in different directions. When the cylinder was thus brought immediately over the place it was to occupy, it was gradually lowered till the bottom rested on the sand. These two sections were held in position by guys, while another section was lowered upon them and secured. The sections are hoisted by means of a piece of timber with an eye-bolt, as shown in the sketch. The workmen go down in the inside to put in the bolts and secure them, being supported by planks resting on the flanges. A cast iron cap is then secured on the top of the cylinder, and to this is attached a hose connecting with the air-pumps; a



large cast iron receiver intervening to receive the water which is pumped out. The pumps being set in motion, the air and a portion of the water in the cylinder is drawn out, and a partial vacuum formed, producing a pressure on the top sufficient to force the cylinder into the sand. In one instance where four sections were bolted together, being in fifteen feet of water, and about four feet in the sand, the cylinder sunk six feet in three minutes on the application of a vacuum. The settlement is generally from one to four feet.

Air-lock.—The next step is to place upon the top of the cylinder an "air-lock," after removing the "vacuum-cap;" this is a section made of boiler iron, arranged with a door in the top and bottom, both opening downward, large enough to admit a man, and closing air-tight. The air-lock is smaller in diameter than the cylinder, and this allows the insertion of "bull eyes" for admitting light; also a butt and stop-cock. Inside of the air-lock is a windlass for hoisting material from inside the cylinder. The hose from the air-pumps is now connected with the butt which opens into the inside of the cylinder; the syphon-pipe, *a*, is secured in place, connecting with a stop-cock on the outside of the cylinder on top, at *b*. The bottom door, *c*, is closed,



and air is forced into the cylinder by the pumps. The stop-cock is opened, and the water is pressed down by the air above it in the cylinder, and is forced up the syphon-pipe, through the stop-cock into the open air. As soon as the water is as low as the bottom of the pipe, *a*, men are sent inside to add other sections, and thus lengthen it. The men are admitted as follows: the bottom door being closed, the top one is opened, and men descend into the air-lock, and close the top door; then, by means of a small air-cock in the bottom of the air lock, the pressure is admitted from below into the air-lock. This closes the top door air-tight, and the pressure in the air-lock becomes equalized with that below, and the bottom door falls by its own weight, and the men descend by means of rope-ladders suspended from the under side of the air-lock bottom. In coming out of the cylinder, the men come into the air-lock and close the bottom door; then, by means of a small air-cock in the side of the air-lock, the pressure is allowed to escape, and the top door falls open.

In allowing the pressure from below to enter the air-lock, great caution is necessary, else exceedingly painful sensations are experienced; different persons are differently affected; nearly all experience a painful sensation in the ears, and some oppression of the lungs, bleeding at the nose, headache, dizziness, etc. As soon as the pipe is lengthened, the stop-cock is again opened, and by a repetition of the process, all the water is forced out of the cylinder, and, by a continuation of the same process, the sand is forced up the syphon-pipe with great force in astonishing quantities; by this means, the sand is all excavated from within the cylinder. A phenomenon scarcely to be expected occurs: on the excavation near the bottom, the air escapes under the bottom of the cylinder, rises through the sand, and escapes in bubbles through the water, in some cases over an area of one hundred feet in diameter; this keeps the water entirely out of the cylinder, and enables the workmen to conduct their operations easily.

Having excavated to the bottom, the men come out, first having removed several length of the syphon-pipe, and raised up their ladder, the pressure still continuing. As soon as they are out and all is ready, the stop-cock is opened and the compressed air allowed to escape suddenly; this removes the upward pressure from within, and the cylinder by its own weight forces itself into the sand, being resisted only by the friction against the sand on the outside, and the material

immediately under the lower edge of the cylinder; these are both exceedingly small while the compressed air is escaping, for the water rushes in under the bottom, bringing with it great quantities of sand, which must move with the water down the outside of the cylinder. The cylinder, which sunk six feet by a vacuum, sunk nine feet in about two minutes by allowing the pressure to escape. By a repetition of this process of excavation and "blowing off" pressure, the cylinders were sunk from 25 to 30 feet into the bottom of the river, being from 3 to 7 feet in the hard strata of clay and sand. The cylinders are to be brought up to the grade of the road (about fifteen feet above the surface of the water) by sections cast of the requisite length; they are to be connected together by means of wrought iron ties and braces, and are to have cast iron capitals to receive the chords of the wooden superstructure, which is to be a Howe-truss.

Inclination of Cylinders.—It frequently happens in sinking cylinders that, owing to inequalities in the density in the quality of the material which it penetrates, the cylinder becomes inclined, and it is a very difficult and expensive process to bring it again to the upright position. One cylinder took an inclination of about 8 inches from the perpendicular when it was 25 ft. in the sand; the first attempts to straighten it were made upon a very ingenious plan, devised and practised by Capt. William S. Smith, who had charge of the work before I had; it consisted in excavating quite to the bottom of the cylinder, and driving wooden wedges under the lower side, and applying a strain with a tackle purchase. When the pressure was allowed to escape, the cylinder would have a tendency to straighten; these efforts did not succeed, for the cylinder would not move at all.

I then arranged a purchase by which I could exert a strain of at least twelve tons, to pull the cylinder in the direction of perpendicular. The material was excavated to the bottom of the cylinder, and wedges were driven well under the lower side; the excavation was then extended outside of the cylinder on the upper side, so that the air would escape altogether on that side, thus loosening the sand which pressed upon the upper side of the cylinder. In addition to these appliances, I arranged a battering-ram on a small scale, by suspending a stick of timber so that its blows directed against the side near the top of the cylinder should tend to straighten it. Having all things prepared, I took the men out, and allowed the pressure to escape, at the same time "hauling hard" upon the tackle, but the cylinder did not move. I then had the ram brought to bear, and the effect was magical; the thirty tons of metal in the cylinder, under the combined action of the pressure, strain, and ram, yielded readily and was soon brought into position. The slight blows from the ram seemed all that was requisite to loosen the hold of the sand upon the cylinder, and allow it to move.

Incidents and Notes.—The amount of sand that entered the cylinder under the bottom when the pressure was allowed to escape, was astonishing; on one occasion, when the cylinder had penetrated the sand twenty-one feet, and was nearly through the stratum of coarse gravel, the material having been excavated to the bottom, the pressure was allowed to escape: the cylinder sunk less than a foot, and the sand rose inside the cylinder 22 feet. This quantity = nearly 21 cubic yards, was brought in by the in-rushing water in a very few minutes.

During the process of sinking a cylinder 27 feet, there was the incredible amount of 129 feet in depth of sand excavated.

In several instances, 24 feet (in depth) of water was blown out of the cylinder in ten minutes; 38,468 lbs. of water, were raised to an average height of 22 feet in ten minutes; and on one occasion, in one hour, we forced out through the syphon pipe 15 feet in depth of sand, equal nearly 14 cubic yards, raising it on an average 32½ feet; this was done entirely by the pressure of the air.

At another time, the water had been forced out

of the cylinder, and a few feet of sand excavated, so that the men were about 20 feet below the surface of the river, when the force-pipe burst. I was fearful for the effect it might have upon the men, both from the effects of the sudden removal of the pressure, and also the in-rushing of the water consequent upon it. I almost instantly procured a piece of rubber-packing, and, applying it over the rent, bound it fast with a cord, and was thus enabled, by running the pumps very rapidly, to hold a sufficient pressure in the cylinder for keeping the water out till the men were removed.

The men informed me that, as they were at work, they suddenly heard a loud report as of a cannon, and all was dark as night. The report was occasioned by the sudden removal of the pressure from the outside of the ear, the air was condensed; the darkness was occasioned by a rapid condensation of the vapor, held in invisible suspension in the condensed air, forming a dense fog.

Railroad Earnings--Weekly.

The earnings of the Galena and Chicago Railroad the 3d week in Oct., 1861, were \$56,106 Do., 1860 57,860

Decrease \$1,754

The earnings of the Cleveland and Toledo Railroad for the 3d week of Oct., 1861, were \$20,953 1860 20,825

Increase \$128

The earnings of the Chicago and Rock Island road, the 3d week in Oct., '61, were \$39,953 Do. 1860 37,238

Increase \$2,715

The earnings of the St. Louis, Alton and Chicago Railroad for the 3d week in October, 1861, were \$24,677 26 Do. 1860 29,416 74

Decrease \$4,839 54

Total since 1st October, 1861 \$71,117 18 Do. 1860 89,307 86

Decrease \$18,190 68

Total since 1st January, 1861 \$825,722 81 Do., 1860 781,902 60

Increase \$43,820 21

The earnings of the Toledo, Wabash and Western Railroad the 3d week in October, 1861, were \$34,163 30 Do. 1860 28,797 22

Increase \$5,466 08

The earnings of the Milwaukee and Prairie du Chien Railroad, for the 3d week in October, 1861, were \$44,892 93 Do., 1860 36,945 37

Increase \$7,946 56

The receipts of the Chicago and Northwestern Railroad for the 3d week in October, 1861, were \$28,166 61 Do. 1860 24,536 69

Increase \$3,629 92

The traffic of the Great Western Railway of Canada for the week ending Oct. 25, 1861, was as follows:

Passenger \$18,678 43 Freight and live stock 38,860 60 Mails and sundries 1,406 74

Total \$58,935 77

Corresponding week of last year 55,467 11

Increase \$3,468 66

The receipts of the Grand Trunk Railway of Canada for the week ending Oct. 19, were \$96,611 36 Corresponding week, 1860 81,122 56

Increase in 1861 \$15,488 80

Total traffic from July 1st, 1861 \$1,033,673 76 Corresponding period previous year 1,045,186 45

Decrease \$11,512 69

The earnings of the Michigan Central Railroad, for the 3d week in Oct., 1861, were \$62,721 43 Do. 1860 70,843 79

Decrease \$8,122 36

Railroad Earnings--Monthly.

The report of the receiver of the Ohio and Mississippi Railroad, for August, 1861, is as follows:

Balance from July account \$11,265 13

RECEIPTS.

From passengers, prior to August 1 \$2,631 43

From freight and express 9 511 83

From mail to June 30 10,283 85

22,427 11

From passengers on August account 16,110 90

From freight on Aug. acc't. 13,606 56

29,717 46

From balance on charge advanced other roads 141 67

From other sources 211 10

211 10

Total \$63,762 47

DISBURSEMENTS.

Baid on account of repairs to Miami Bridge \$8,000 00

Paid discount, interest and exchange 363 06

Paid sundry office expenses, 121 31

Paid on account of former arrearages 1,019 03

Paid on account July current expenses 16,347 00

Paid of 1st mort. coupons due July 1, 1861 560 00

Do. July 1, 1860 8,435 00

34,845 45

Balance carried to September acc't. \$28,917 02

The following is the twenty-eighth monthly report of H. J. Jewett, Receiver of the Central Ohio Railroad Company, covering the operations of the road for the month of August, 1861:

To balance as per last report \$38,413 27

RECEIPTS.

From passenger business \$18,751 30

From freight business 30,524 64

From express business 1,060 38

From mail 1,422 37

From mileage on cars 1,301 71

From other sources 1,594 67

54,655 57

Total \$93,068 84

EARNINGS FOR AUGUST.

From passenger business \$26,714 22

From express business 1,587 82

From freight business 21,638 77

From mail business 2,378 90

52,318 71

EXPENSES.

Transportation Department \$8,891 89

Machinery Department 9,967 63

Fuel Department 4,525 34

Road 10,666 49

General expenses 1,383 84

Construction 1,941 19

37,376 37

Balance \$14,942 34

The following is the report of the Receiver of the Cincinnati, Wilmington and Zanesville Railroad, of the business of the road for September:

RECEIPTS.

Passengers, through business \$102 50

Passengers, local business 8,117 75

Mail 831 25

Express 442 30

\$9,493 70

Freight, through \$219 82

Freight, local 8,812 27

9,032 09

Total earnings \$18,525 79

EXPENSES.

Transportation expenses \$4,437 81

Car 466 51

Locomotive 1,179 06

Road 2,742 02

General 598 73

Buildings 27 50

Loss and damage 3 00

\$9,454 63

Extraordinary expenses 2,214 67

Corporate 2 00

Construction 116 00

Equipment 359 61

Total expenses \$12,146 81

Balance on hand September 1 \$29,592 28

Received during September 14,586 88

Total \$44,179 11

The earnings of the Indianapolis and Cincinnati Road for September were as follows:

Passengers \$13,107

Freight 16,729

Mail, etc. 1,523

Total \$31,280

The earnings of the Connecticut River Railroad in September, 1860, were \$30,782

Do., 1861 23,541

Decrease \$7,241

The receipts of the Panama Railroad have been:

August \$148,729 91

September 129,746 09

Total two months \$178,476 00

Railroad Earnings for September.

We give below a recapitulation of the monthly earnings of railroads for September as far as received. They correspond very nearly with those of 1860. Last year there was a very active demand for breadstuff at high prices. The rates on freight were higher than those for the present. The traffic of the railroads East is much greater than at any former period. Nothing, comparatively, is going West. The receipts are almost entirely from produce going to market. Usually the inward is nearly as great as the outward traffic.

	1861.	1860.
New York and Erie	519,579	598,762
Hudson River	146,424	180,000
Michigan Central	236,845	251,423
Chicago and Rock Island	145,897	130,579
Chicago, Burlington and Quincy	206,837	226,996
Illinois Central	243,677	259,643
Milwaukee and Prairie du Chien	134,729	139,761
Milwaukee and Lacrosse	112,484	89,487
Toledo, Wabash and Western	142,537	106,109
Pittsburg, Ft. Wayne and Chicago	265,417	245,937
Philadelphia and Reading	234,456	369,911
Chicago and Northwestern	87,923	81,229
Harlem	89,345	105,537

Locomotive Performances on the Illinois Central Railroad for September, 1861.

We are indebted to SAMUEL J. HAYES, Esq., Superintendent of Machinery, for a copy of his statement of the Performance of Locomotives on the Illinois Central Railroad for September, 1861, from which the following is compiled:

	Chicago branch.	South division.	North division.	Total.
Miles of road.	252.5	230.75	225.0	708.25
MILES RUN.				
By pass trains.	19,126	16,577	14,925	50,628
" freight "	63,413	22,487	34,859	120,759
" other "	20,513	7,150	6,946	34,606
Tot. miles run.	103,052	46,214	56,730	205,996
RUNNING EXPENSES.				
Lbs. of waste.	1,487	809	630	2,927
Gallons of oil.	929	436	481	1,846
Cords of wood.	1,099	1,162	388	2,649
Tons of coal.	1,687	4	1,062	2,754
Cost of wages.	\$3,657	\$1,581	\$2,239	\$7,477
" repairs.	4,174	4,039	2,962	11,175
" stores.	810	393	403	1,606
" fuel.	6,798	4,075	3,210	14,093
" cleaning engines.	491	259	342	1,092
Total cost.	\$15,930	\$10,347	\$9,166	\$35,443
COST PER MILE RUN.	cts.	cts.	cts.	cts.
For oil, waste, and tallow.	0.78	0.85	0.70	0.78
For repairs.	4.05	8.74	5.22	5.42
For fuel.	6.59	8.82	5.67	6.84
For wages.	3.54	3.42	3.94	3.63
For cleaning.	0.47	0.56	0.61	0.53
Total.	15.45	22.39	16.15	17.20
AVERAGE MILES RUN.				
To 1 c'd wood.	39.83	39.77	44.88	41.47
To 1 ton coal.	36.35	56.89	38.53	37.74
To 1 pt. of oil.	13.86	13.25	14.76	13.95
Average number cars per trip of 100 miles.	15.57	12.07	11.74	13.53
NOTE.—The above oil includes that used in head-lights and lamps of engineers.				
Wood is rated at \$3.50 per cord; coal, \$1.75 per ton, loaded on tenders.				
Average cost per mile of passenger engines.	12.40			
" " " " freight "	19.83			
" " " " construction "	17.14			
" " " " switching "	14.49			
" " " " freight engines using wood for fuel.	28.20			
Average cost per mile of freight engines using coal for fuel.	14.94			

Railroad Supply Store FOR SALE.

ONE of the oldest and best established Railroad Supply Stores, may be had very low, the present proprietors having other business requiring their whole attention. Address Wm. Kemlo, 34 Hawley st., Boston, or Box 1487, New York Post Office.

LOCOMOTIVES FOR SALE.

THE Boston and Maine Railroad Company have for sale three second hand Locomotives of the following specification and description.

They all have outside cylinders and connections. Cylinders 15x20, four driving wheels, 4 ft. 6 in. diameter, diameter of boiler, 48 in. No. of tubes, 127; length of tubes, 10 ft.; diameter of do., 1 1/2 in.; weight of engines, about 24 tons each; capacity of tank on tender, 1,500 gall.

The above Locomotives are all in good working order, and are offered for sale on account of the Company having purchased several locomotives of greater capacity. Parties in want of a good machine can have now an opportunity to purchase at a reasonable rate. Application may be made at the office in Haymarket Square, Boston.

WILLIAM MERRITT Supt.

Boston, Nov. 24, 1860.



SANFORD'S MAMMOTH OR GLOBE HEATERS.

The best stoves for RAILROAD DEPOTS and SHOPS, and all places where a great heat is required. They are very durable, and very economical of coal.

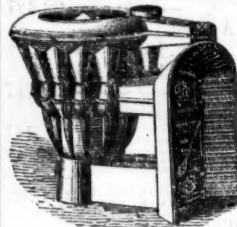
Beware of imitations that are inferior in strength and in other respects.

TESTIMONIALS.

HUDSON RIVER RAILROAD OFFICE, N. Y.
This Company have now in use, over two hundred of Sanford's Mammoth Heaters, in Station Houses, Work Shops, and Engine Houses; we commenced using them in 1853, and some of the first stoves put up are still good and in use. We consider them the best Heaters now in use.
J. M. HEBARD, Supply Agent.

UNION FERRY COMPANY.
The Mammoth Heaters have been used by this Company in their waiting rooms at the several ferries and found to be very excellent stoves and more durable and valuable than any heretofore used.
CYRUS P. SMITH, Managing Director.

MANUFACTURED AND SOLD BY
SANFORD, TRUSLOW & CO.,
Nos. 239 and 241 Water street, New York.



Sanford's CHALLENGE HEATERS SET IN BRICK, PORTABLE OR AS

FIRE PLACE HEATERS,



FOR WARMING BY ONE FIRE WITH PURE, SOFT AIR
Dwellings, Churches, Hotels, Public Halls, Railroad Depots, Vessels, etc.,
WITH AND WITHOUT REGISTERS.
THE MOST POWERFUL HEATERS AND THE
Greatest Fuel Savers in the World:
With an unparalleled mass of unimpeachable testimony of well-known Citizens, Ministers, Doctors, Lawyers, Merchants, Mechanics and others.

Send for pamphlet containing full description and testimonials.

SANFORD, TRUSLOW & CO.,
Nos. 239 and 241 Water st., N. Y.

PASCAL IRON WORKS, ESTABLISHED 1821. MORRIS, TASKER & CO.,

MANUFACTURERS OF

Lap-Welded American Charcoal Iron Boiler Flues—from 1 1/4 to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from 1/4 inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas or Water purposes, and fittings of every kind to suit the same.

Wrought Iron Galvanized Tube—designed especially for Water purposes, being superior to lead pipe.

Cast Iron Gas or Water Pipe—1 1/4 to 24 inches in diameter, and branches, etc., for same.

Gas Works Castings, etc., etc.

PHILADELPHIA.

STEPHEN MORRIS, HY G. MORRIS, CHAS. WHEELER, THOS. T. TASKER, JR., STEPHEN P. M. TASKER.

ISAIAH W. SYLVESTER,
ATTORNEY AND COUNSELLOR AT LAW,
Law Reporter for the "AMERICAN RAILROAD JOURNAL,"

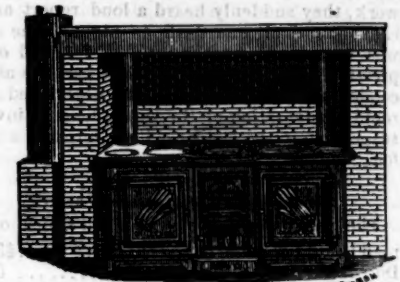
No. 8 WALL STREET, NEW YORK.
PATENT RIGHTS SECURED.

The COSMOPOLITE PARLOR RADIATOR, & GAS BURNER,



Introduced one year ago, already ranks as the LEADING STOVE for PARLORS, SITTING ROOMS, and all places where a soft, pleasant heat is desired.
Fire may be kept all winter with an astonishingly small supply of coal.
Send for description and testimonials.

SANFORD, TRUSLOW & CO.,
Nos. 239 and 241 Water st., N. Y.



Challenge Air-tight KITCHEN RANGES,

May be placed in a fire-place without masonry, and with or without water-back; or may be set out on feet, as an ordinary stove.

This range, already very popular, has the LARGEST OVENS of any in the market; BAKES PERFECTLY, never failing to brown at the bottom; BOILS, ROASTS and BROILS with unequalled facility and dispatch, and with extraordinary ECONOMY OF FUEL, which may be either coal or wood. Flues large and easily cleaned. A child can manage it, so simple is its construction. Castings extra heavy, and design plain and chaste.
Four sizes, adapted to families and hotels.

Beacon Light SUMMER AND WINTER PORTABLE RANGE,



Is a very popular range, having six boiler holes, one large oven that bakes perfectly, with an arrangement for roasting, or heating irons at the end. It is very economical of fuel. For a FEW DOLLARS a family may be supplied with a PERFECT COOKING APPARATUS, equal to the highest price stove in the market.
Three sizes, adapted to coal, or wood.

SANFORD, TRUSLOW & CO.,
239 and 241 Water st., N. Y.

HEAD QUARTERS, WESTERN DEPARTMENT, St. Louis, Mo., August 23, 1861.

To Presidents and Superintendents of Railroads, Western Department, United States Army.

THE following is the basis established by the Government for the transportation of troops and supplies for the army:—

Per Passenger per mile (2) two cents for distances moved.

Equipments, munitions and supplies accompanying regiments, first class local rates, which will average about as follows:

30 miles or less	10 cents per 100 pounds.
50 " "	15 " "
100 " "	25 " "
150 " "	40 " "
200 " "	50 " "
300 " "	75 " "
350 to 400 miles not exceeding	90 " "

For transportation of Horses in small lots, the following are the usual estimated weights of Railroad Companies:

Single animals	3,000 pounds
2 animals	4,000 "
3 " "	5,000 "
4 horses	6,000 "
5 " "	8,000 "
6 " "	9,000 "
7 " "	10,000 "
8 " "	11,001 "
9 " "	12,000 "

Full car loads, 13 or 14 horses, usually charged 18,000 lbs. All other supplies forwarded by Freight Trains are charged local rates, according to classification of property which will usually average, on provisions and heavy freight, two to three cents per ton of 2,000 lbs. per mile.

Fast freights, immediate transportation, and precedence given to the Government in all cases.

All despatches required by the Government, to be furnished at the actual running cost.

E. H. CASTLE,

Supervisor Railroads, Western Department.

N.B.—Please send a Table of Distances.